

BONUS
EXPANDED ISSUE!

JFK, Nixon campaign trains p. 68 D&H's 150th birthday p. 86

ClassicTrains®

Summer 2017

THE GOLDEN YEARS OF RAILROADING

PUT UP THE WHITE "EXTRA" FLAGS!
IT'S A WHOLE ISSUE ON

SPECIAL TRAINS!

Super C test runs p. 20

Canada's Confederation Train p. 40

Virginia steam excursion p. 60

SP office-car
special p. 34

High-value,
high-wide load p. 76

www.ClassicTrainsMag.com

**BONUS
ONLINE
CONTENT
CODE PG. 4**

NEW DVD FROM *TRAINS* MAGAZINE!

SELLING SUNSHINE
★ THE FLORIDA TRAINS ★

**FROM
ICE
TO**



NICE!

In this all-new DVD, *Selling Sunshine, the Florida Trains*, renowned documentarian Rich Luckin explores how America's railroads moved masses of rail passengers from the wintry Northeast and Midwest to the warm, sandy beaches of Florida.

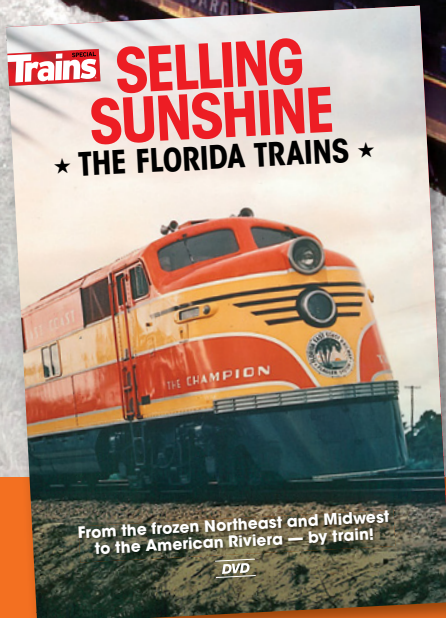
Narrated by television star Michael Gross, this special video gives you a behind-the-scenes look at the lucrative routes and colorful trains that traveled to the Sunshine State from the late-1800s to today! *Selling Sunshine, the Florida Trains* is the first documentary to chronicle this important aspect of American passenger train travel.



Reserve your copy today at
KalmbachHobbyStore.com/FloridaTrains

Price does not include shipping. Sales tax where applicable. The *Selling Sunshine, the Florida Trains* DVD will arrive in August 2017.

P30366



#15135 • \$29.99

Includes 15 Minutes of Bonus Footage!



Editor **Robert S. McGonigal**
 Senior Art Director **Lisa A. Bergman**
 Senior Editor **J. David Ingles**
 Editorial Assistant **Diane Laska-Swanke**
 Graphic Designer **Lisa M. Schroeder**
 Lead Illustrator **Rick Johnson**
 Contributing Illustrator **Bill Metzger**
 Librarian **Thomas E. Hoffmann**
 Columnist **Kevin P. Keefe**

Editorial

Phone: (262) 796-8776
 E-mail: editor@classictrainsmag.com
 Fax: (262) 798-6468
 P.O. Box 1612
 Waukesha, WI 53187-1612

Display Advertising sales

Phone: (888) 558-1544, ext. 625
 E-mail: adsales@classictrainsmag.com

Customer service

Phone: (877) 243-4904
 Outside U.S. and Canada: (813) 910-3616
 Customer Service: ClassicTrains@customersvc.com
 Digital: ClassicTrains.Digital@customersvc.com
 Back Issues: ClassicTrains.SingleCopy@customersvc.com

Selling CLASSIC TRAINS magazine or products in your store:

Phone: (800) 558-1544
 Outside U.S. and Canada: (262) 796-8776, ext. 818
 E-mail: tss@kalmbach.com
 Website: www.Retailers.Kalmbach.com

Visit our website

www.ClassicTrainsMag.com

Kalmbach Publishing Co.

Senior Vice President, Sales & Marketing **Daniel R. Lance**
 Vice President, Content **Stephen C. George**
 Editorial Director **Diane M. Bacha**
 Vice President, Consumer Marketing **Nicole McGuire**
 Corporate Art Director **Maureen M. Schimmel**
 Art and Production Manager **Michael Soliday**
 Group Circulation Manager **Kathy Steele**
 Single Copy Specialist **Kim Redmond**
 Corporate Advertising Director **Scott W. Bong**
 Advertising Sales Representative **Mike Yuhas**
 Ad Services Representative **Christa Burbank**
 Production Coordinator **Sue Hollinger-Yustus**

Single copy: \$7.99 (U.S.). Subscription rates: U.S.:
 1 year (4 issues) \$24.95; 2 years (8 issues) \$46.50;
 3 years (12 issues) \$67.00. Canadian: Add \$6.00
 postage per year. Canadian price includes GST,
 payable in U.S. funds. International: Add \$14.00
 postage per year, payable in U.S. funds, drawn on a
 U.S. bank. BN 12271 3209 RT. Printed in U.S.A.
 All rights reserved.

©2017 Kalmbach Publishing Co. Any publication,
 reproduction, or use without express permission in
 writing of any text, illustration, or photographic
 content in any manner is prohibited except for
 inclusion of brief quotations when credit is given.

CLASSIC TRAINS assumes no responsibility for the safe
 return of unsolicited material. Photos are paid for upon
 publication. Articles are paid for upon
 acceptance. For information about contributing,
 contact the Editorial Assistant.



"Here comes the special!"

Those words have thrilled railroaders and train-watchers ever since trains began running on regular schedules. Whatever our relationship to special trains, they command our attention.

Some are high-profile affairs that are meant to be seen and experienced for their own sake. These include exhibition trains [pages 12, 26, and 40 in this issue] and excursion trains [pages 60, 86, and 95]. Other well-publicized specials, like trains carrying fans to sports events [pages 66 and 107], or political campaign trains [page 68], are means to an end. Business trains for railroad officers [page 34] are of course top priority for railroaders, and attract the notice of railfans who learn of them in advance, but are mostly invisible to the general public. Even further from the spotlight are special freight trains [pages 20 and 76], which might appear perfectly ordinary to all but the most well-informed or observant. In their own way, lowly work trains [page 58] are specials too.

Most of the trains featured in this expanded issue have current-day counterparts. But one type of special with a long history — the circus train — appears to have no future. By the end of May 2017, the Ringling Brothers and Barnum & Bailey Circus will have closed after 146 years. For most of that time, America's most famous circus has traveled by train, and for decades it has been the only rail-borne circus. Now the cars from Ringling's two trains will be dispersed, and a very special type of special train will be no more.

Robert S. McGonigal
 Editor



Starting in the 1960s, the Chicago & North Western and other roads moved vintage circus cars and wagons from the Circus World Museum in Baraboo, Wis., to Milwaukee for an annual parade. Thousands watched the colorful special arrive, but it departed with little fanfare, as here on July 16, 1986.

In their last decades, the Ringling circus's two consists presented a more workaday appearance than the early-1900s versions recreated in Wisconsin. Here, two Conrail E44 electrics lead a Ringling train west across the Schuylkill River in Philadelphia on June 2, 1980.

Both, Robert S. McGonigal





Classic Trains

THE GOLDEN YEARS OF RAILROADING

Online Content Code: CTR1706

Enter this code at:
www.classictrainsmag.com/code
to gain access to
web-exclusive content

Summer 2017 • Volume 18 Number 2



FEATURE ARTICLES

- 20 Santa Fe's Super C Speed Tests** • Steve Patterson
In mid-1967, special freight trains raced over two transcontinental routes
- 26 Prescription for Prosperity** • Kevin P. Keefe
The Rexall Train's 1936 nationwide tour was good Depression-era medicine
- 34 Surprises on the Siskiyou** • Dick Dorn
In chasing an SP office car special, I met the boss . . . and a friendly railroad cop
- 40 Moving Tribute** • Kevin J. Holland
The story behind Canada's 1967 centennial special, the Confederation Train
- 50 Photo Section**
Specials in 9 states, for kids, Shriners, troops, skiers, race fans, and moviegoers
- 60 The Making of a Shortline Steam Fantrip** • Alan Maples
How an NRHS chapter organized a Virginia Blue Ridge special in 1957
- 66 What's in a Photo? 8 Football Specials, 1959** • Jerry A. Pinkepank
Four railroads' trains filled Ann Arbor's Ferry Yard for the Michigan State game
- 68 Whistle-Stopping in the 1960s** • J. David Ingles
On following JFK's, Nixon's, and Goldwater's Midwestern campaign specials
- 76 High, Wide, and a Long, Dirty Haul** • Bill Metzger
Escorting a giant transformer from Montreal to Sacramento was an ordeal
- 86 Sesquicentennial Steam** • Jim Shaughnessy
A two-day excursion capped Delaware & Hudson's unique birthday party in 1973



U28s on a test caught up to the *Fast Mail*'s PAs



In Canada, purple is a politically neutral color



JFK speaks at a campaign stop in Michigan



CP and Reading steam starred in D&H's party

IN EVERY ISSUE

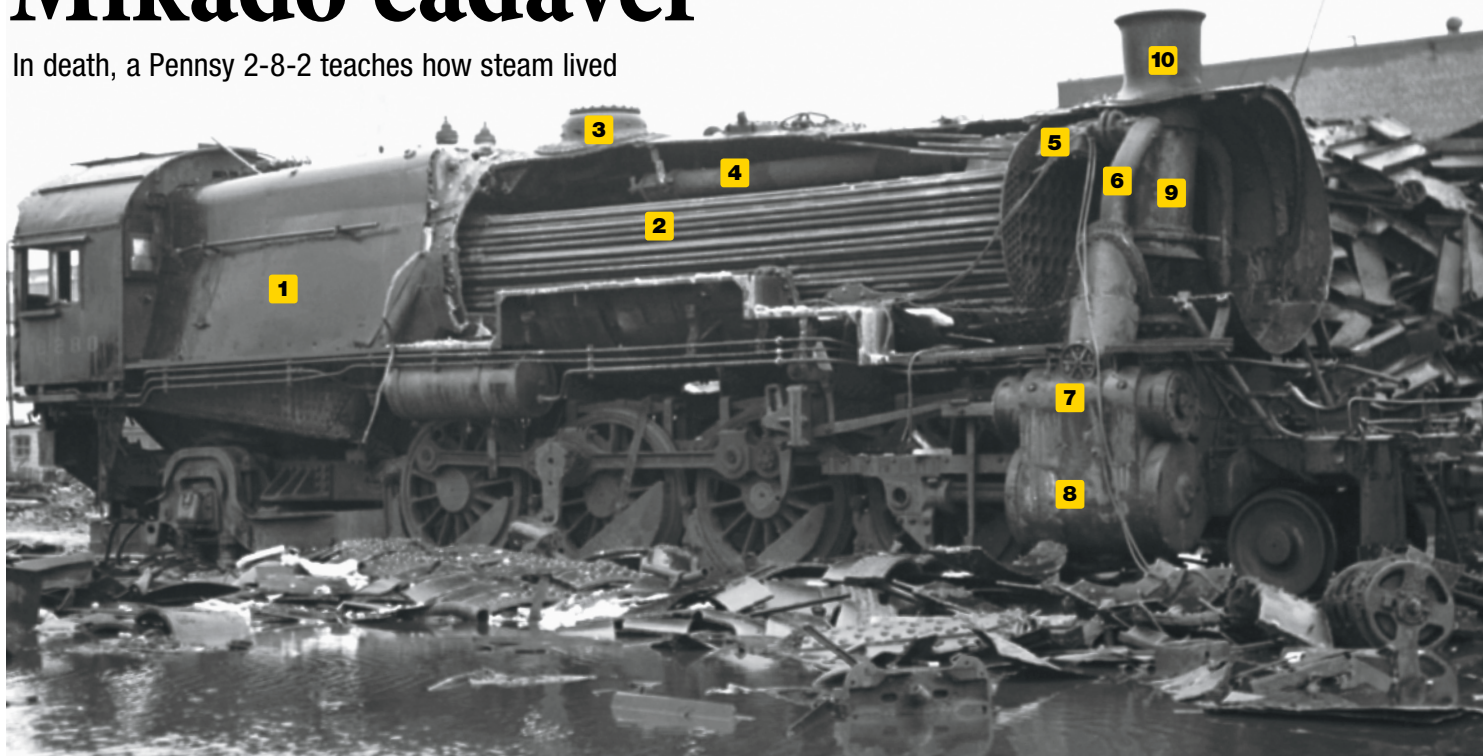
- 3 Welcome** *Circus trains and other specials*
- 6 Head End** *Items from railroad history, then and now*
- 8 Fast Mail** *Letters from our readers*
- 12 Mileposts** *Commentary by Kevin P. Keefe*
- 14 True Color** *A B&O Pacific gets dressed up for the Soap Box Derby*
- 16 Fallen Flags Remembered** *Nashville, Chattanooga & St. Louis*
- 92 Classics Today** *Steam revival on Pennsylvania's Everett Railroad*
- 95 The Way It Was** *Tales from railfans and railroaders*
- 102 Car Stop** *A Milwaukee interurban cruises down the North Shore Line*
- 105 Ready Track** *Brief reviews of new products*
- 107 Bumping Post** *PRR set up a giant one-day terminal for Army vs. Navy*

On the cover: In 1952, a Santa Fe engineer mounts white flags on his F unit, signifying an "extra," or non-scheduled train. Although many freight trains, like this one, routinely operated in this manner, truly special trains like those featured in this issue were nearly always extras. *Wallace W. Abbey photo*

CLASSIC TRAINS is published quarterly in January (Spring), April (Summer), July (Fall), and October (Winter), (ISSN 1527-0718, USPS No. 019-502) by Kalmbach Publishing Co., 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187-1612. Periodicals postage paid at Waukesha, Wis., and at additional offices. Postmaster: Send address changes to Classic Trains, P.O. Box 62320, Tampa, FL 33662-2320. Canada Publication Mail Agreement No. 40010760.

Mikado cadaver

In death, a Pennsy 2-8-2 teaches how steam lived



Pennsylvania Railroad L1s 2-8-2 No. 8280 is being scrapped at Port Newark, N.J., on October 26, 1958. With part of its boiler shell cut away, several major internal components are visible, permitting an unintended lesson in the workings of a steam locomotive. The burning of coal in the firebox **1** produces hot gases. The gases pass through dozens of tubes and flues **2**, which are surrounded by water in the boiler. The heat from the gases is transferred to the water, which turns to steam and is collected in the steam dome **3**. The throttle valve in the dome regulates the flow of steam to the dry pipe **4**, which feeds steam to the superheater **5**. From the superheater, steam delivery pipes **6** lead to the valves **7**, which control the admission of steam to the cylinders **8**. After the steam has expanded against the pistons in the cylinders, it along with the combustion gases from the tubes and flues is exhausted through the petticoat pipe **9** in the smokebox and up the stack **10**.

Paul Stephanus



A little thing . . .

What do we miss about mid-20th century railroading? Steam and early diesel locomotives, for sure. A hundred Class I railroads. Depots in every town. How about air signal lines on passenger trains? Before radios, the *pffft* and *peeep* of trainmen signalling to the engineer were background noises we barely noticed. Now, alas, those little sounds are gone forever. Here, New York Central car inspector William Van Slyke blows a whistle for a brake test at Utica, N.Y., in 1950.

Dante O. Tranquile



Two of a kind!

If the fellow in this 1968 photo at Western Pacific's 25th Street Yard in San Francisco is a bit confused, he has good reason to be. It's not everyday you run across two boxcars from the same railroad with the same number, but for some reason he has two EL 50623s on his hands.

John C. Miller



"E"-volution on the Burlington

In the style of the early **Zephyrs**, the Burlington Route's first Electro-Motive E-series diesels, E5s of 1940-41, were built with stainless-steel side panels, fluted at the bottom. The road's next E units, E7s that began arriving late in the wartime year of 1945, sported standard side panels, painted aluminum. Although cheaper initially, the plain panels were more costly to maintain, not to mention being dull in comparison with the E5s and CB&Q's fleet of Budd passenger cars. So in the early 1950s, the road specified stainless-steel panels (albeit without fluting) for new units (E8s and 9s) and began retrofitting its E7s and early E8s. This 1964 scene at St. Paul shows all three styles: E5, E7 with stainless side panels, and E7 with plain panels.

Dan Pope collection

And now there are 3

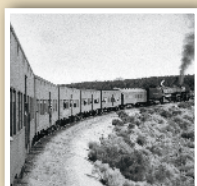
GREAT TRAINS HEARTLAND, the third in our series of special publications on notable passenger trains, is now available. The previous two issues, **GREAT TRAINS EAST** and **GREAT TRAINS WEST**, are also available. Call (800) 533-6644 or visit ClassicTrainsMag.com.



Obituary

James E. Valle, author of "Cruising San Francisco Bay with the Railroad Navy" in our Spring 2017 issue, died February 19 at age 73. He retired in 2004 after a long career as Professor of History at Delaware State University. Jim authored numerous articles on maritime history and railroading subjects, including two others in **CLASSIC TRAINS**. His 1978 book *The Iron Horse at War* was the first major study of the rail work of Jack Delano and other government photographers.

ON THE WEB @ www.ClassicTrainsMag.com



Special trains photo gallery

There are more types of special trains than we could fit in a single issue. Visit our website to see a gallery of photos of funeral trains, movie trains, and other special moves.



Follow us on Facebook

It's a great way to keep tabs on what we're up to, see what others think, share ideas, and more.

New DVD!



B&O Classics 1936-1972

1 Hour 17 Mins of B&O Action

Chase 3 speeding Pacifics!

Lord Baltimore 4-6-4! 4-6-0s!

EM-1 2-8-8-4s! Big Six 2-10-2s

plus Mikados & T3 & T4 4-8-2s

and more! Early Diesels, too!

Locations: Parkersburg, St. Louis, Louisville area, Cincinnati, Chicago, Toledo, Deshler, Akron, & More!

Natural sound! Mostly Color!

DVD with Chapters!

View with or without narration.

Item 055 \$ 39.95

NEW ENGLAND GLORY Vol. 1

MOUNTAIN DIVISION

Maine Central Steam, 1950

Boston & Maine, 1946



On the Trail of the Iron Horse through Crawford Notch

Remastered: New England Glory

MOUNTAIN DIVISION

Maine Central steam over Crawford Notch!

Better picture, audio & graphics! Chapters!

Item 017 \$ 39.95

Add \$6.00 S&H for 1 DVD + \$1.00 for each add'l.

Herron Rail Video

2016 N. Village Ave.

Tampa, FL 33612

Visa / Mastercard order

on line from our web site

www.herronrail.com

or call toll free 1 800 783-3886



CN and the founding of CBC

One feature in Spring 2017 *CLASSIC TRAINS* really hit home for me — Greg Gormick's "Radio and the People's Railway" [page 60]. Having long been a student of broadcast history, I was surprised to learn I had a hole in my knowledge concerning the role that the Canadian National Railways played in the formation of the Canadian Broadcasting Company. It was a great read.

David Baule, Surprise, Ariz.

In the cab: another chapter

Bravo to Steve Lasher's "'Booming' in Modern Times" [page 30], and to your sister *TRAINS* long before it. Both publications have brought us decades of fascinating and evocative reminiscences by railroaders from coast to coast — think John R. Crosby, Lloyd Arkinstall, Ed King, and so many more. Now Steve Lasher is adding another indelible chapter, beginning with his Winter 2013 tale of the Rock's "57" and continuing with this one on RI and BN. From slow-ordered track to dusty rooming houses, he brings us right along with him.

Oren B. Helbok, Bloomsburg, Pa.

I was interested in Lasher's comments about Estherville, Spencer, and other points in northwest Iowa because my late aunt and uncle, Frank and Ruby Warren, lived on a farm 10 miles southeast of Spencer, and the Milwaukee line that the Rock used went right by the edge of it. In the mid-'50s, we made several visits up there from Tennessee. Often I rode the Milwaukee Road's *Sioux* out there from Chicago, and I'm familiar with the "near miss" diamond at Emmetsburg. My relatives had a cabin on Lake Okoboji, and I've been to the big Spirit Lake as well.

The *Sioux* quit around 1961 when the railroad didn't rebuild the floating Mississippi River bridge at Marquette, Iowa, and by then I was out of college making my own way. My kinfolk passed away in 1974 and their "Green Valley Farm" now is just a segment of another factory farm.

Jerry Sullivan, Jacksonville, Fla.

Rocky Mountain splendor

The opening-spread photo of Colorado & Southern 2-8-0 641 on pages 20–21 of Gordon Glattenberg's "Steam's Last, Highest Outpost" is breathtaking. He captured something special here — the details of the grease and grime pop off the locomotive, and the dark clouds of



The Climax Branch's SD9, in BN green, still had its unique plow and wore C&S initials in 1974.

Ken Nagel

smoke highlight the scene. Your eye then catches the spectacular snow-covered mountains, and you realize how vast is this area. The proportions of this Consolidation are wonderful: the oversized homemade snowplow, visored head lamp, tall stack bellowing, high domes, dapper tender, snug drivers, and the bell set up top. Yellow grass in front contrasts with the dark over-spill of coal on the ground from years of coaling up, and the tall-target switch stand gives me a wonderful, serene feeling. Well done!

Richard H. Jordan III, Rochester, N.Y.

Seeing the photo of C&S SD9 828 in Chinese red [page 27] reminded me that I'd seen it at the Climax mine on a Colorado trip 43 years ago. Here's how she looked [above] in BN Cascade green on June 25, 1974, still sporting the custom-made snowplow. It was fitting that 828 lasted to pull C&S's last Leadville train.

Ken Nagel, Grand Rapids, Mich.

The half-track pictured on page 26 is a modification of a World War II U.S. Army M3 half-track infantry carrier, built by White Motor Co., though it looks like the frame has been lengthened and an enclosed cab has been put on it. After the war many construction firms, farms, and fire departments bought surplus half-tracks because of their off-road abilities. I read that either CN or Canadian Pacific bought some and made snowplows out of them!

David Morse, Frankfort, Ky.

About those Monon colors

Here's another take on the Monon's choice of diesel liveries. As William Benning Stewart states in his "Fallen Flags Remembered" entry "The Melodramatic Monon" [page 16], Indiana University's colors are crimson and cream, not quite the Monon passenger red and gray, which are identical to the colors of Wabash College in Crawfordsville. And while Monon's freight black and gold certainly evokes Purdue University's Boilermakers, they more accurately represent the colors of DePauw University in Greencastle.

These two small colleges vie annually in the 11th-most-played college football series; Wabash holds a 60-54-9 lead (9 ties). More to the point, the winner takes home a relevant trophy, the Monon Bell. Introduced in 1932, the 300-lb. steam locomotive bell was, yes, a gift from the Monon Railroad. It is possible to find references to both versions of Monon's colors' origin — the two Big Ten schools or the smaller pair, all four having been on the Monon main line. It seems, however, that the Wabash-DePauw connection has more credence, since the bell trophy was introduced more than a decade before dieselization.

Bo Gray, Lexington, Ky.

I've traveled about Indiana, and Stewart's article explains a lot about the western side of the state. I was sorry to not see a mention of the Monon Connection Museum (mononconnection.com) and



its Whistle Stop Restaurant, north of the town of Monon on U.S. 421.

Paul Hantelman, Brooklyn Park, Minn.

¶ A similar attraction is the Linden Railroad Museum (lindendepotmuseum.org), 48 miles south, on U.S. 231, in the on-site station at the former Nickel Plate-Monon (now CSX) crossing. — J.D.I.

On the scene at Centralia

How's this for a coincidence? The Burrell Spieth photo of IC northbound freight BC-4 leaving Centralia, Ill., on June 28, 1968, with three E units, which you chose to illustrate my "Brakeman's Baptism" on page 84, was taken just hours before the incident I describe! In checking my timebook, I was called at Champaign on that date to work freight SE-1, with IC E8 4027 in the lead. We left Champaign at 10:10 p.m. and arrived Centralia at 3:15 a.m. on the 29th.

Barry O. Karlberg, Farmington, Minn.

Jet Rocket in a jam

What a surprise to see the "Jet Rocket in a Jam" photo, of Rock Island's EMD LWT12 No. 1, on page 6 in "Head End." In 1956 my first-grade teacher took our class of 20 to the RI depot in town, Morris, Ill., to see this revolutionary train streak through on a westbound test run. I would ride the *Jet Rocket* to Chicago with my parents several times as they made inventory purchases for their small business. Each trip was exciting, and many included a train delay for a mechanical issue! We also would stop at the now-gone All-Nation Hobby Shop to add an item for my model railroad.

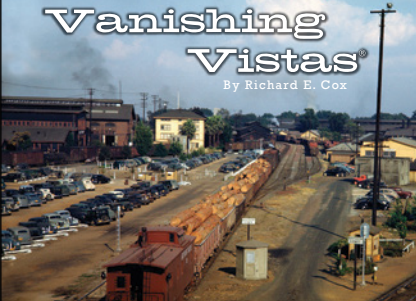
Bill Badurski, Metra Mechanical Dept., Locomotive Projects & Equipment Maintenance, Chicago, Ill.

Finale for NKP road steam

Eric Hirsimaki's "False Spring" on Nickel Plate 2-8-4 No. 749 [page 58] captures the essence of that period. Like many others living along the NKP in 1957, I felt confident its steam would last until 1959, perhaps even 1960. Reality began to set in on the last day of 1957, when on the east side of Erie, Pa., I watched what I first thought was an NYC freight curve away from the parallel main lines. No, it was a diesel on an NKP freight! Other than test runs and for two weeks during the 1957 miners' vacation, NKP freight was all steam. By April '58 less than a third of NKP trains

ARCHIVAL PRINTS & PORTRAIT CARDS

Vanishing Vistas
By Richard E. Cox



More Than 100 Historic Titles! JT-4393

See our website for available stock, order forms and new titles in production.

VanishingVistas.net

THE GREAT NORTHERN LIVES!

GNAHS MEMBERSHIP

INCLUDES PUBLICATIONS
CONVENTIONS
ARCHIVES
MODELING INFO.

MEMBER
DISCOUNTS ON
BOOKS - MODELS
AND MUCH MORE

Join online at www.GNRHS.org/CT
or for details write:
Great Northern Railway Historical Society
506 Tremont St., Mauston, WI 53948



Experience the All-American Railroad
Trains editor, David Morgan, so named the NP in 1985.

Join the NPRHA & Receive the Benefits
NPRHA members are mailed four *Mainstreet* magazines and a color calendar each year. Join online at www.NPRHA.org, or for details, write.

Northern Pacific Structure & Car Models
NP Structures & Cars built to their Standard Plans available exclusively at NPRHA.org.

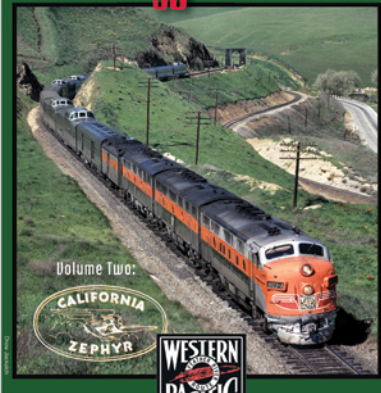



Northern Pacific Railway Historical Association
PO Box 2937
Kirkland, Washington 98083-2937



CATENARY VIDEO PRODUCTIONS

WESTERN PACIFIC
The First Fifty 50 Years: 1910 to 1960



Volume Two: CALIFORNIA ZEPHYR

Volume 1: History of the Railroad. Steam, Snow Fighting, Wrecks, Early Diesels, MOW, Maritime.

Volume 2: California Zephyr. Evolution of Train, Dome Cars, Dining, Pullman Services, Interviews with Three Former Employees.

72 Min. Each - Wide Screen - Stereo Sound
\$29.95 EACH DVD - \$55 FOR BOTH

CATENARY VIDEO PRODUCTIONS
P.O. Box 144
El Granada, CA. 94018

Watch Video Trailer and Order Online at:
www.catenaryvideo.com
Enclose \$5 S&H - Calif. residents add 8.5% Sales Tax.

Join us in Denver July 26-29!

For our 2017 Convention we have a great line-up: Former President of UP and SP Jerry Davis as banquet speaker, presentations on area operations of both UP and DRGW, UP Steam Shop tour, tours of Forney and Colorado Model Railroad museums, Royal Gorge train ride, outstanding photography, modeling displays, layout tours and more!



Join the Union Pacific Historical Society to receive our highly acclaimed quarterly magazine, *The Streamliner*, as well as discounts on selected items in the Company Store. Sustaining members also receive our beautiful calendar.

Call or visit our website to become a member, register for the convention, or purchase books, models or drawings.

Union Pacific Historical Society
P.O. Box 4006
Cheyenne, WY 82003
(307) 635-5197



Find us on Facebook uphs.org

through Erie had steam, and the percentage was rapidly shrinking. So I was pleased on June 20 to catch 2-8-4 752 working a local on the east side of town. Not until later did I realize I'd seen my last Nickel Plate steam in road service.

Jim Scott, Girard, Pa.

Illinois photo mystery solved

I've kept this undated photo [right] as an off-and-on screen-saver for a few years. It's from a group of slides depicting local Saline County, Ill., scenes from the early 1950s. The coal mine is Peabody's "47 Mine," to use the company term per R. R. Wallin's "The 'Other' Springfield Terminal" [page 76]. Also known as the Harco Mine, it was on New York Central's Saline Mines branch out of Harrisburg. The detail-filled photo vividly depicts the gritty, wornout state of southern Illinois' mining facilities in the early '50s. This mine closed in April 1951, but the washer worked until 1954.

The mystery for me concerned the locomotive tender poking out of the enginehouse entrance, crudely hewn from the powerhouse. The numerals are clear enough, but the emblem was tough to decipher. So it was an "Aha!" moment when I saw on page 77 in Spring CT the same locomotive; apparently the former Indiana Harbor Belt 0-8-0 was a vagabond among Peabody's Illinois mines.

Raymond Barr, Eldorado, Ill.

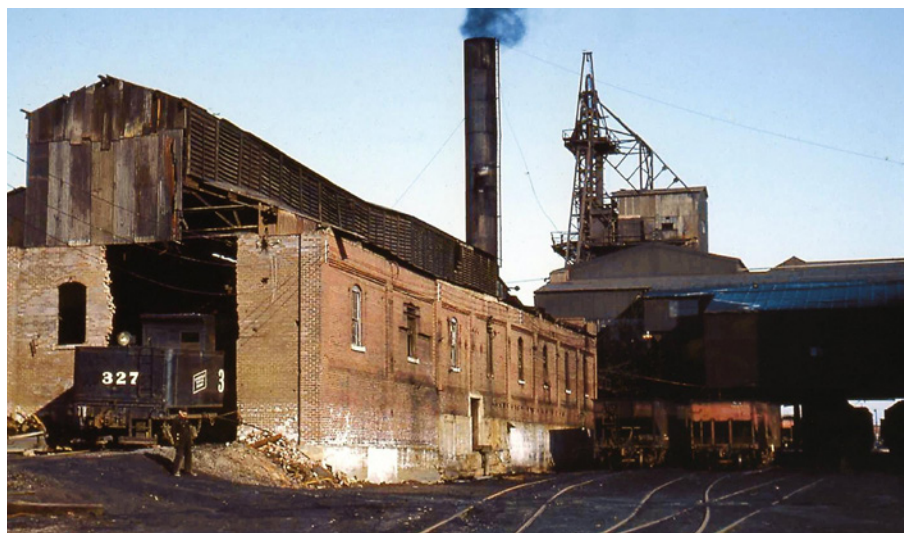
San Francisco's rail ferries

James E. Valle's "Cruising San Francisco Bay with the Railroad Navy" [page 38] brought back memories, as I, a San Francisco native, well remember riding the ferries to the Oakland Mole and its big trainshed. I also watched the rail ferry unload and load its cars, and remember the Northwestern Pacific yard in Tiburon, which seems to now have only



SP 1000 awaits a Santa Fe barge at Tiburon.

Alden Armstrong



Mystery solved: Springfield Terminal 327 migrated 200 miles to a coal mine near Harrisburg, Ill.

Raymond Barr collection

the depot — now a museum — remaining. The ferry slip there got a brief reprieve when the tunnel north of San Rafael burned and the only way to continue serving the dwindling freight customers was to bring the cars in by rail ferry.

I also remember the San Francisco Belt Railway that ran along the Embarcadero serving the many piers, as well as the Hyde Street rail slip. In the 1970s I went to work for the Santa Fe, spending most of my time at China Basin in San Francisco, where interchange was conducted with WP and SP.

Bruce D. Quinn, Grand Rapids, Mich.

¶ Unfortunately, author Jim Valle died shortly after our Spring issue came out; see page 8 of this issue. — R.S.M.

Whenever I was in the Bay Area I'd try to get to Tiburon, always a rewarding place to photograph even if I caught it in a static period. SP's first diesel switcher, 1939 SW1 No. 1000, worked there for a time, and I caught her [below left] getting ready for a Santa Fe barge to arrive.

Alden Armstrong, Grand Junction, Colo.

When I saw the photo [pages 38–39] of the SP steamer *Sacramento*, it opened a floodgate of memories. In 1948, when I was 11, my dad, a family friend, and I were going to ride Western Pacific's *Exposition Flyer* from Oakland to David, Calif. After we left the San Francisco dock on the *Sacramento*, I was taken over to see the walking beam through the glass. As I peered down into the bowels of the boat, I saw that the connecting rod went into water. Not until I

read George Harlan's *Of Walking Beams and Paddle Wheels* did I find out that our vessel had jet condensing and it had to be pumped out at the end of each run.

The tug the author mentions that sunk was the *Virgil G. Bogue*, which was struck on January 27, 1939, by the *Point Lobos* near the Coast Guard lighthouse at the entrance to the Oakland Estuary in a thick fog. The *Bogue* was towed to deep water and sunk for good so she wouldn't be a menace to navigation.

Jim Lekas, McMinnville, Ore.

There remain today vestiges of the carfloat operations in "the City." Northwestern Pacific's freight slip, still Pier 43, stands near Fisherman's Wharf, though somewhat stripped down. Better preserved, and deliberately, Santa Fe's carfloat slip exists southwest of Mission Rock and the Giants' baseball stadium. The walking beam side-wheel ferry *Eureka*, built for NWP and last used by SP, is at the National Maritime Museum's Hyde Street Pier next to ex-WP steam tug *Hercules*. SP ferry *Berkeley*, far ahead of her time in 1898 when built as a screw-propelled steamer, had a long tenure at Sausalito as a shopping mall until being bought in 1973 by the San Diego Maritime Museum and towed there; she is still complete. Finally, WP sold its diesel-electric carferry *Las Plumas* to British Columbia interests, and she was de-powered up there and turned into a barge.

Kevin Bunker, Fort Bragg, Calif.

Jointly owned vs. operated

The NYC-Erie line between Dayton (Tates Point) and Cold Springs, Ohio, in

J. Parker Lamb's fine photo essay "B&O Steam Bows Out in Southern Ohio," was not "jointly owned" [page 50], rather after 1912 was "jointly operated" as a double-track line. Erie owned the westbound (north) track and NYC the eastbound (south) track. NYC dispatched it, but each road maintained its own track and signal system. The one-word difference is important. For examples in Chicago, the right of way between Englewood Union Station and La Salle Street Station was jointly owned by NYC and Rock Island, with each having a 50/50 undivided ownership, *i.e.*, joint ownership *and* joint operation. Ditto PRR/Milwaukee Road from Western Avenue to Union Station.

Keith Robbins, Cape Girardeau, Mo.

Pequea repeat

Ron Goldfeder's "Return of the Meal Stop" [page 80] puts the Pequea Inn — a trackside restaurant on the old Pennsy "Port Road" that was about 300 feet from my former home — into print again. Check out my letter and photo [page 10, Summer 2013 CT] of a Conrail E44s on a coal train stopped at about the same spot as Ron's Amtrak train 430! Friend Steve LaPore was the owner/manager/barkeep. He served great steaks and engaged fine country bands on weekends, and the place was well known to the freight crews.

Alan D. MacNutt, Bridgewater, Va.

Spring clean-up

- Page 29: All four of C&NW's FM Erie-built diesels were A units.
- Page 37: Loring Hill is behind, not ahead of, BN's Deadwood Branch train.
- Page 41: Western Pacific's 25th Street yard was in San Francisco proper, not the separate city of South San Francisco.
- Page 46: Long Island's Alco RS1s, built in 1948, were road diesels and thus predated the FM cab units. Also, Morris Park shops are west, not east, of Jamaica.
- Page 70: The tower at Bell Street in Montgomery, Ala., was in timetables as "M&O Junction," for Gulf, Mobile & Ohio predecessor Mobile & Ohio, and in their eras, each road staffed it. ■

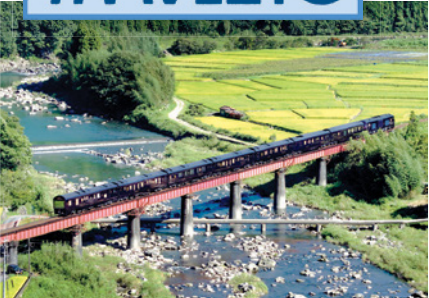
Got a comment?

If you have a comment or correction, write us at Fast Mail, CLASSIC TRAINS, P.O. Box 1612, Waukesha, WI 53187-1612; e-mail: fastmail@classictrainsmag.com. Letters may be edited for length and clarity.



INTERNATIONAL LUXURY RAIL TOURS BY

THE SOCIETY OF INTERNATIONAL RAILWAY TRAVELERS®
Offering Extraordinary Luxury Rail Tours Since 1983



DELUXE RAIL JOURNEY OF JAPAN

Starring the
Cruise Train Seven Stars in Kyushu

From bullet trains to steam to perhaps the world's most elegant luxury train.

DEPARTURES:
NOVEMBER, 2017; MAY, 2018

GRAND TOUR OF IRELAND

Starring the
Belmond Grand Hibernian

Explore the Emerald Isle aboard Ireland's first luxury sleeper train.

DEPARTURES:
APRIL-OCTOBER, 2017 & 2018






WWW.IRTSOCIETY.COM • (800) 478-4881 • (502) 897-1725
2424 FRANKFORT AVE., STE 2, LOUISVILLE, KY 40206 USA

First&Fastest is the premier magazine for Chicago's rail passenger service.

If you are interested in passenger rail in Chicago you should be a Shore Line member!

No other publication gives you the history, coupled with current events, showing how the past defines the present and molds the future. Features include area steam railroad predecessors that became Metra and Amtrak; Surface Lines and Rapid Transit operations that became the CTA and Insull interurbans like the South Shore Line, that survives today, while others became hiking and biking paths. Lavishly illustrated features cover these topics and others.



Join those who anxiously await **First&Fastest**'s arrival four times each year. Become a Shore Line member. Then you will receive **First&Fastest** so you can share in the experience of these railroads past and present and explore their future. You will also be entitled to member discounts on Dispatch Series publications.

Our Dispatch series publications provide in-depth coverage of specific topics. **Competing Rails** covers The Milwaukee Road's steam-power suburban train operations to Evanston and Wilmette that hosted the North Shore Line and later became a rapid transit operation. **A Transportation Miracle** describes the 28th International Eucharistic Congress held in June 1926 telling how all the stream roads and transit lines serving Chicago moved millions of people to, from and within the Chicago area for a five-day event. For descriptions of other Dispatch series publications, see our website, www.shore-line.org then click on Special Publications.

Members receive four issues annually of **First&Fastest** in print or in **Electronet**™ digital format or both: Spring, Summer, Autumn, Winter — for the calendar year of membership. Regular U.S. dues are \$37 for **print or digital** (or \$47 for both print and digital), Canada/international \$37 for **digital only** (or \$67 for **print only**, \$77 for **both print and digital**).

To learn more about Shore Line, including joining our organization and available publications, please visit our web site at www.shore-line.org.



P.O. Box 425, Dept. CT
Lake Forest, IL 60045
www.shore-line.org

You may join online with credit card or mail a check or money order in U.S. funds payable to Shore Line to the address at left.

Name _____
Address _____
City _____ State/Prov _____
Country _____ Postal Code _____



Former SP *Daylight* 4-8-4 4449 was the dazzling face of the *American Freedom Train* for the majority of its 1975–76 tour. Reactivated after 17 years in a Portland, Ore., park, the big Lima is on Burlington Northern at Flagg Center, Ill., on August 11, 1975.

Robert P. Schmidt

SPECIAL TRAINS

When a special train lit up America

The *American Freedom Train* was a steam-powered splash of color and hope in the mid-1970s

If this issue's tribute to special trains has one big takeaway for me, it's the ability of trains to lift spirits, bridge barriers, and put smiles on millions of faces. Tell people a special train is coming to town and soon you'll have a crowd.

That was certainly true in 1975–76, when perhaps America's grandest special of all time — the *American Freedom Train* — rolled across the nation in a dazzling blur of red, white, and blue. If you were around, you might remember how welcome the nation's Bicentennial was after years of Vietnam, Watergate, and other national traumas. What better distraction than a train loaded with national treasures, hauled by steam?

The AFT was the brainchild of flamboyant steam-excursion impresario Ross Rowland. By 1974 he had already pulled off several audacious stunts, notably the *Golden Spike Centennial Limited* of 1969, hauled by Nickel Plate 2-8-4 No. 759 between New York and Kansas City. Rowland had a flair for the big gesture. But nothing was as big as the AFT.

When word of the AFT began to spread, Rowland's ideas were met with skepticism in some corners. But gradually he lined up the necessary resources, re-

cruiting major corporate sponsors — including Pepsi, GM, and Kraft — along with the support of several big railroads.

People really became believers in 1974, when a train called the *Preamble Express* made its way across much of the AFT's prospective route. Hauled first by a Delaware & Hudson U23B, then a Union Pacific E9, both specially repainted for the job, the four-car train was a sort of "scout" for the real thing a year later. I remember catching up with the train during a media stop in Kalamazoo, Mich., and thinking, "these guys are serious."

Soon we began hearing exciting news about the steam engines. One locomotive wouldn't suffice, not for a train that would travel more than 25,000 miles through 48 states over 21 months. And Rowland's beloved NKP 759 wouldn't qualify; by 1975 the Berkshire was back

in the hands of its owner, the Steamtown museum, then still in Bellows Falls, Vt.

What the AFT ended up with was beyond our wildest dreams. In the East, the train was pulled mainly by former Reading T-1 4-8-4 No. 2101, hurriedly rebuilt for the job and renumbered as "1." In Texas, the train would provide a star turn for Texas & Pacific 2-10-4 No. 610, restored by a group in Fort Worth. Finally, in most of the West, the AFT would be in the hands of a superstar: Southern Pacific *Daylight* 4-8-4 No. 4449, built by Lima in 1941 to haul what SP called "the most beautiful train in the world."

At this point it's important to single out the efforts of Doyle McCormack, the driving force behind 4449. A veteran Norfolk & Western locomotive engineer from the Midwest, McCormack had relocated to Portland, Ore., which owned the 4449. In a remarkably short period, McCormack and his team had the *Daylight* engine back in steam. McCormack's bravura performance with the AFT era set the stage for the long-standing operation of 4449 we still enjoy today.

The AFT itself was a wonder, 26 cars that included a dozen display cars converted from ex-New York Central bag-

WE BEGAN HEARING EXCITING NEWS ABOUT THE ENGINES. ONE WOULDN'T SUFFICE FOR A TRAIN THAT WOULD TRAVEL THROUGH 48 STATES.

gage cars. Once aboard the train's moving walkways, visitors could gaze at George Washington's copy of the Declaration of Independence and the original Louisiana Purchase document, or Judy Garland's "Oz" dress and a moon rock. Some of the cars had showcase windows through which people outside could see a test version of NASA's lunar rover and a twice-size replica of the Liberty Bell.

A magazine column can't do justice to the full *AFT* story. Suffice it to say that its tour was a success, from its April 1, 1975, debut in Wilmington, Del., to its final stop in Miami on December 31, 1976. Along the way the train welcomed aboard something like 7 million visitors, not to mention millions more who saw it pass.

I can attest to the power of the *AFT* to enthrall. My last encounter came on an August evening in 1975 as the train rolled through Milwaukee on its way west. My wife Alison and I were chasing it with my Kalmbach colleague Michael Stephens. We decided the suburb of Elm Grove would be a good place to wave good-bye.

We chose wisely. For one thing, that's where *TRAINS* Editor David P. Morgan, his wife Margaret, and Art Director George Gloff also had decided to watch the *AFT* pass. For another, Elm Grove is on a long grade the Milwaukee Road main line (now Canadian Pacific) follows to climb away from Lake Michigan.

What I remember most about that night was the utter stillness, and how clearly you could hear the 4449 digging into the hill, its cracking exhaust building confidently from way down in Wauwatosa, 4½ miles in the darkness to the east. We were transfixed, and silent.

Before long, the *Daylight* engine burst around the curve at Elm Grove Road, steamboat whistle wailing. Our little band of six reveled in the glorious noise, and in the patriotic images that streamed past us as the 4449 continued up the hill. This was not a group given to overt emotional reactions, but I can guarantee there wasn't a dry eye among us. That, to me, was the power of the *American Freedom Train*. 📖

KEVIN P. KEEFE joined the *TRAINS* staff in 1987, became editor in 1992, and retired in March 2016 as Kalmbach Publishing's vice president, editorial. His weekly blog "Mileposts" is at ClassicTrainsMag.com.



50 Years
NORTH AMERICAN RAILROADS
= The Far West =
by Don Jocelyn

This new all-color title presents a close look pictorially at railroads located in the far western portion of the U.S. - California and Nevada, plus portions of Utah. Major rail lines represented are the Southern Pacific, Santa Fe, Western Pacific, Union Pacific, plus Amtrak. The timeline stretches from the late 1960s to present, with hundreds of never before published colorful photos.

Presenting 450 Large Full Color Images 6995
= Available Now, Direct or from Your Dealer =

MILWAUKEE ROAD PASSENGER TRAINS
1972-1988
Train Operations in the Midwest States

ILLINOIS CENTRAL GULF
1972-1988
Train Operations in the Midwest States

Milwaukee Road Passenger Trains Vol. 3 136 pages 5995
Illinois Central Gulf 1972-1988-144 all color pages 5995
Remember Four Ways West always gives you more
Don't miss all the Action — Order Today!

Four Ways West
PUBLICATIONS
14618 VALLEY VIEW AVE - LA MIRADA, CA 90638-4351
Credit Cards Accepted
Phone Orders: 714-521-4259 (7 - 6 Pacific Time)
email orders: fourwayswest@ca.rr.com
Visit Our Website: www.fourwayswest.com
= DEALER INQUIRES ALWAYS WELCOME =

50 YEARS
NORTH AMERICAN RAILROADS
= Volume One - The Far West =
Don Jocelyn

TRAINS & TRAVEL

WORLDWIDE RAIL TOURS

- USA • CUBA
- AFRICA • EUROPE
- SOUTH AMERICA
- PRIVATE RAIL CARS

Visit our web site for details
www.traintrips.biz

P.O. Box 312 • Portola, CA 96122
1-800-359-4870 • (530) 836-1944

2017 RAILROAD TOURS

30th Anniversary of N&W 1218

N&W 1218 - Rebuilt & Roanoke Bound: This is released on DVD for the first time. See the 2-6-6-4 in the shop at Birmingham in 1986, and the first test runs, including a freight run. Follow the homecoming trip to Roanoke, and see the first excursions in the spring of 1987. Color DVD with live audio and chapters. 70 Minutes \$29.95

Greg Scholl Video Productions
P.O. Box 123-CT, Batavia, OH 45103
Phone 513-732-0660, Fax 513-732-0666

S&H \$5.00 for total U.S. Order. Canada \$10.00 for 1, 2-9 \$16.00. Foreign \$14.00 for 1, \$23.00 for 2-9 dvd's. Ohio Res. add 6.5% tax. Visa, MC, Amex, Discover, or MO. Order online.

<http://www.gregschollvideo.com>

Pennsylvania Railroad Technical & Historical Society

Our goal is to perpetuate PRR history through publications and activities. Annual U.S. membership is \$40, which includes our quarterly journal, *The Keystone*. We offer local chapters, an annual meeting, and an online magazine, *The Keystone Modeler*. Society archives are housed in our ex-PRR station at Lewistown, Pa.

Join us at www.prrths.com, or call Andy Hart at 484-612-5616

Available from the **C&NW Historical Society**

Reproduction C&NW archive books



Pullman Company List of Standard and Tourist Cars

This book is a reproduction of the official list of Pullman cars in 1950, updated in 1957. It lists the assigned railroad and the air conditioning, if any. C&NW and related roads included; this does not have a C&NW focus. 90 pages, spiral binding. **\$26.00 postpaid**

1 YEAR Membership:

Includes 4 issues of the *North Western Lines* magazine. **\$35.00 each.**



C&NW Passenger Train Consists

1930 Photocopy reproduction book shows consists of all C&NW and CSTPM&O passenger trains in 1930. This book shows types of cars, and origin and destination of car types on specific trains, but does not show any specific car numbers or names. Spiral bound. 111 pages. **\$25.00 postpaid**

All prices in this ad include shipping & handling to US addresses. Illinois residents please add 9.5% sales tax.

TO ORDER, send a check to C&NWHs: P.O. Box 1068 North Riverside, IL 60546
Visit us at www.cnwhs.org

Soap Box Derby, here we come!

When 13-year-old Tom Barnes of Lima, Ohio, qualified for the 1947 Soap Box Derby, the town gave him a big sendoff. Local businesses — including the Baltimore & Ohio and Lima Locomotive Works — sponsored a unique paint job on B&O Pacific 5207. The engine powered a five-car special on August 14 that took Tom and his racer to the derby in Akron, then retraced the route with 435 fans on the 17th, race day. “The Loco” applied the livery, which featured red (the builder’s official color) and aluminum with gold trim (to match Tom’s car). The 5207, pictured at B&O’s Lima station, was a 1919 Baldwin product, but that didn’t stop LLW from calling it “A Lima Locomotive” and even painting a red LIMA diamond where the builder’s plate should be!

Information from “Tom Barnes and His Baldwin/Lima 5207,” July 1984 TRAINS; Don Jardine photos, John B. Corns collection





The NC&StL was “Grandpa’s Road”

Long a semi-autonomous L&N subsidiary, “the NC” was a family affair • By David Ibata



Sanding the rails up Cumberland Mountain out of Cowan on March 30, 1946, NC&StL “Stripe” 582 is helped by two 2-8-2 pushers on the rear.

Hugh M. Comer

Although the Nashville, Chattanooga & St. Louis Railway employed several nicknames — “Dixie Line,” “Nashville Road,” and “Lookout Mountain Route” among them — to former employees and their families, it will always be “Grandpa’s Road.”

James A. Skelton was one of those Grandpas. He was 14 in April 1862, and although the War Between the States was still far from Big Shanty, Ga., times were hard for young Jim and his family. He was the oldest of four and doing what he could to help their widowed mother.

A train crew told the youth the railroad was looking to hire a water boy and a yard engine fireman in Cartersville, so about 6 a.m. on April 12, he bought a ticket and boarded the passenger car of a northbound mixed train that had stopped in Big Shanty.

“He saw a passel of strangers walk by,” says Joe Bozeman, 72, Jim’s great-grandson whose family still lives in Big Shanty (now Kennesaw). “He opened a window and watched; it wasn’t uncommon for the fireman and brakeman to do some switching while the rest of the crew

was having breakfast in the Lacy Hotel.”

“I heard them uncouple the car, and then they disappeared around the curve,” Skelton later recalled. The locomotive *General* and three boxcars were gone. People poured out of the hotel, hollering, “They’ve stolen the train!” He was the last living witness of that famous Andrews Raid when he died in 1940.

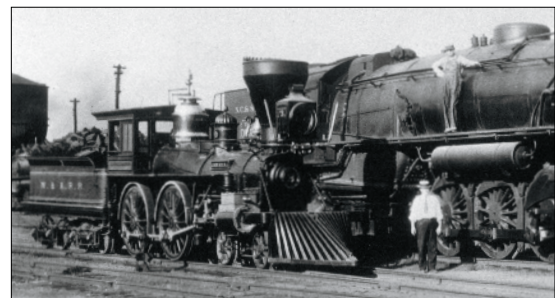
Young Jim never got a railroad job in Cartersville on what was then the Western & Atlantic. He enlisted in the Georgia militia and was a guard at the POW camp in Andersonville, but he hired on the W&A after the war, retiring in 1903 as a section foreman. Skelton’s father had been a section hand on the railroad, and all but one of Jim’s sons, and many of their sons, worked for the W&A and/or its successor, the NC&StL.

“The thing I always heard was that if you wanted to work for the NC&StL [usually spoken as ‘N C and Saint L,’ or just ‘NC’], you were either born into it or married into it,” Bozeman says. “Every railroader I ever knew who worked for the road had a relative there — father, grandfather, great-grandfather. I’m not

saying that’s always good, but that’s the way it was. There was a lot of dedication to the road; they took care of you, and you were supposed to take care of them.”

Author and historian Mark S. Womack, 93, of Chattanooga, concurs. He signed on as an operator in 1941. “The NC was known as Grandpa’s Road because so many kinfolk worked for it,” says Womack, who was an officer for L&N after the 1957 merger and retired in 1983 as superintendent of rules for L&N’s Family Lines sibling Seaboard Coast Line.

Womack says one of his former boss-



Compare W&A 4-4-0 No. 3, the Civil War-era *General*, with 565, first of NC’s five J2 class 4-8-4 “Dixies” built at Schenectady in 1930.

H. C. Hill, James G. Bogie collection

es, S. P. Strickland, started as an operator on NC's Atlanta Division and rose to assistant vice president of transportation for L&N. Yet at the NC, even after he'd become an officer, "it wasn't unusual for a conductor or engineer to call him 'Strick,' and he never objected to it. I never heard anything like that on the L&N. There, it was 'Mister So-and-So.'"

The NC&StL story is of two railroads that came together: the Nashville & Chattanooga, chartered by Tennessee in 1845 to connect its namesake cities, and the Western & Atlantic, created in 1836 and owned to this day by the State of Georgia. J. Edgar Thomson, chief engineer of the Georgia Railroad & Banking Co. and later president of the Pennsylvania Railroad, laid out the N&C main line southeast from Nashville, crossing the Cumberland range, the Tennessee River, Raccoon Mountain, and circling Look-out Mountain into Chattanooga. With a tunnel through Cumberland Mountain and bridges over the Tennessee, the first train went the entire 152 miles on February 11, 1854. Another early line, Southern Railway predecessor Memphis & Charleston, building up the river valley, met N&C at Stevenson, Ala., and used it to enter Chattanooga. To this day CSX and Norfolk Southern share that line from Stevenson to Wauhatchie, Tenn.

W&A built north from an arbitrary spot that one day would be Atlanta. Given the primitive locomotive technology, U.S. Army Lt. Col. Stephen H. Long laid out a line without heavy grades. This meant curves, 10,000 degrees' worth, the equivalent of 28 circles in 138 miles. After a 1,447-foot tunnel through Chetoogeta Mountain was bored, the first train ran through on May 9, 1850; the tunnel was replaced by a larger one in the 1920s.

Connected, the N&C and W&A comprised an arrow pointing to the heart of the South, which Union forces quickly recognized in 1861 when hostilities with the Confederacy broke out. Union troops captured Nashville in February '62, and future offensives would be staged there.

"Andrews' Raiders," Union soldiers in civilian clothing led by undercover agent James J. Andrews, infiltrated Georgia and stole the *General* at Big Shanty. Their objective was to lift rails and burn bridges to cut off Chattanooga. Their mission failed, the raiders were captured, and Andrews and seven of his men were hanged as spies; the others escaped or were exchanged. Chattanooga held out



until September 1863. (The raiders were the first recipients of the U.S. Medal of Honor for military valor, and their story inspired the 1956 Walt Disney movie, *The Great Locomotive Chase*.) The Union Army drove down the N&C to Chattanooga and the W&A to Atlanta, which fell in September 1864.

Enter the L&N

In 1870 N&C leased the Nashville & Northwestern, extending it 168 miles to the Mississippi River at Hickman, Ky., and two years later bought it, soon renaming the combined lines Nashville, Chattanooga & St. Louis. President Edmund W. Cole sought an extension to St. Louis, but that did not happen.

Cole also hoped to assume the W&A lease held by his friend, former Georgia Gov. Joseph E. Brown, allowing him to

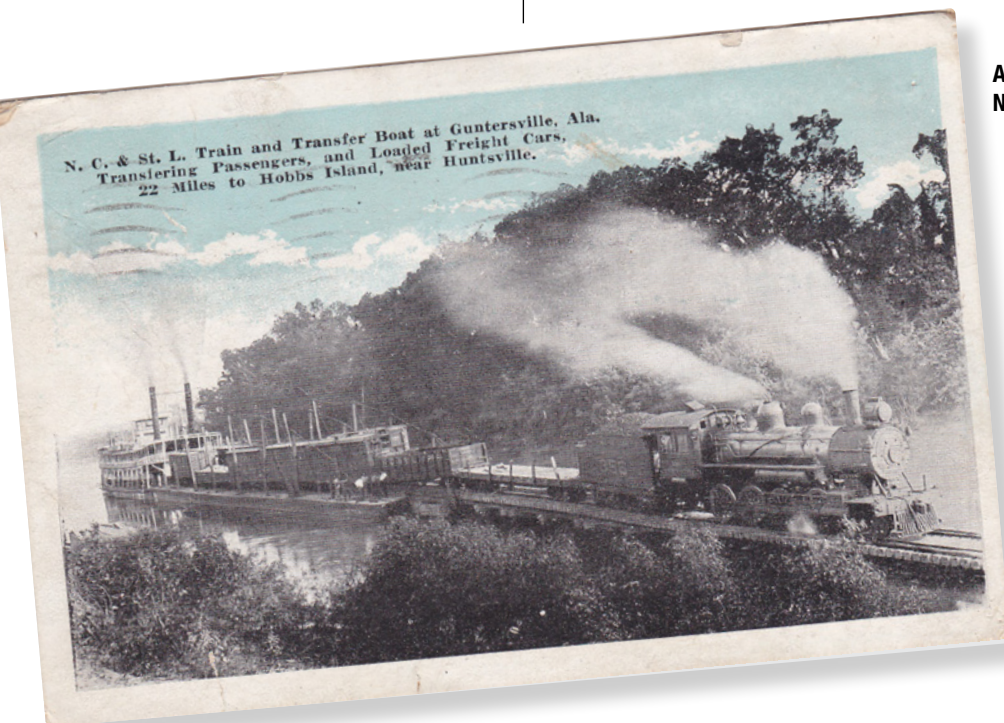
reach Atlanta. Archrival Louisville & Nashville, though, had seen enough. In 1880 it got stock control of the NC and ousted Cole, so it would be the Louisville-based "Old Reliable," not the Nashville Road, doing the empire-building. L&N allowed NC to operate separately, but Louisville would call the shots.

NC&StL did get to the Ohio River, at Paducah, Ky., mouth of the Tennessee River, when L&N bought the Paducah, Tennessee & Alabama and the Tennessee Midland from foreclosure and in 1896 directed subsidiary NC to lease them. The two formed a 254-mile semicircle from Memphis east and north, crossing NC's Nashville Division at Bruceton, Tenn. On the south end, the new Paducah & Memphis Division gave NC direct access to Memphis, and at Paducah, a connection with the Burlington Route.



Led on the NC by a typical F7 A-B duo, the Chicago-Jacksonville *Dixie Flyer* sits in Chattanooga Union Station in August 1954; it lasted into early '66. Its route involved C&E, L&N, NC, and ACL.

James G. Bogle collection



A 1921 "NC Navy" postcard shows Baldwin 2-8-0 No. 356 unloading the carfloat at the south ramp.

Lucy Slusher collection

NC and the Burlington built a bridge over the Ohio at nearby Metropolis, Ill., which opened on January 1, 1918. Six years later Illinois Central bought in to extend its Edgewood Cutoff freight line.

Atlanta was attained by NC&StL in 1890 when the W&A lease came up for renewal and, with some bid-rigging, NC was the winning suitor. The original N&C became the Chattanooga Division and W&A the Atlanta Division. Although the Western & Atlantic name vanished, the company still exists on paper, as the current lease, signed by L&N and held by CSX, runs through 2019.

Historian Richard E. Prince cites the Tennessee Centennial Exposition of 1897

in Nashville as a logical dividing point in NC&StL history. From its founding before the Civil War, it was building, expanding, and acquiring, achieving a peak of 1,259 route-miles. Afterward came 60 years of better locomotives and rolling stock, and capital improvements.

NC's main lines connected Memphis, Nashville, and Atlanta. Secondary lines reached Paducah and Hickman, Ky., plus Huntsville and Gadsden, Ala. A half dozen branches into the Tennessee hills brought out timber, phosphate, limestone, coal, and iron, and farther south, cotton. NC developed traffic and industries, modernized its fleet of steam locomotives, and with L&N and other roads,

helped tap the booming Florida tourist trade with the Midwest-Florida "Dixie" trains *Dixie Flyer*, *Dixie Limited*, and *Dixie Flagler*, plus the 1946 St. Louis- (later Chicago-) Atlanta streamliner *Georgian*.

The road had its share of unique items and was a pioneer. Historian Dain L. Schult says NC was the only southern road to try a Camelback and a duplex; neither type worked out. It tried radio dispatching in the 1920s, and in 1930 was the first Southeast road to acquire 4-8-4s, which it called the Dixie type. In 1947, it outshopped its own streamliner, the *City of Memphis*, a handsome train of updated heavyweights led by a shrouded 4-6-2 [Summer 2000 CT].

The Dixie Line, as NC called itself, ran five Russian Decapods on lighter-rail lines and kept three 2-8-8-2 Baldwin Mallets for pusher service on Cumberland Mountain. Further, NC locomotives had distinctive, British-style capped smokestacks painted red. The roster's zenith was 25 dual-service 4-8-4s. After J2s 565-569, the first Dixies, in 1930, Schenectady built two groups of 10 J3-class streamstyled sisters in 1942-43. Their different style running-board skirts led to the nicknames "Yellow Jackets" for the 570s and "Stripes" for the 580s.

The NC had a pusher base in Cowan, Tenn., for Cumberland Mountain's 2.5 percent ruling grade and curves of 5 to 6½ degrees. The summit is inside a 2,228-foot tunnel. At the north portal, the branch to Tracy City and Palmer crossed over the main on a stone arch bridge, the site of many publicity photos. The branch was abandoned in the 1980s, but the bridge remains, although it's on private property that is patrolled.

Although NC&StL was far from an ocean or a big lake, it maintained a long water transfer. In 1893 NC found itself with a segment, Guntersville to Gadsden, Ala., "orphaned" from the rest of the system so it figured a tow boat and carfloat moving 22 miles on the Tennessee River between Hobbs Island, south of Huntsville, and Guntersville would be cheaper than building a bridge and more railroad. This "NC&StL Navy" shuttled cars up and down the river until 1960.

"It was a wonderful little family railroad," confirms Mary Elizabeth Chambliss, 86, of Jackson, Tenn. She joined NC&StL as a 17-year-old operator in



NC's only SW1, a 1941 vet along with two each VOs and S1s and an NW2, is front and center at Nashville circa 1950 with F units and one of 32 freight GP7s. NC never owned a six-axle diesel.

Linn H. Westcott



Even some NC&StL boxcars wore "stripes."

J. David Ingles

1948 [Winter 2003 CT] and retired from CSX in 1988. "Everybody was related; it was a small railroad, and everyone wanted it to be the best." On the other hand, she says, "You'd have to be careful what you said about someone, because he'd be related to someone else on the railroad."

Chambliss, naturally, is family. She learned the craft from her father Robert Bracken, an operator in Jackson.

Progress, decline, merger

NC&StL was among southern roads to dieselize early, doing so after World War II. A 1906 Baldwin 2-8-0 led the last steam run, a Bruceton-Union City, Tenn., passenger local on January 4, 1953. The transition began with a 1941 order for Alco S1 switchers, 4 received by 1946. During the war came 7 each Alco S2s and Baldwin VOs, plus an EMD SW1 and an NW2. During 1948-52, NC went on a big EMD spree, taking 19 switchers of three models, 52 F units, and 37 GP7s. It also bought four GE 44-tonners in 1950 for light yard duty. NC totaled 9 F3As, 12 F3Bs, 23 F7As, and 8 F7Bs, all considered "dual-service" units, but only the B units had steam generators.

Its first six GP7s, 700-705, had switcher (Type A) trucks, which crews hated for their bone-rattling rides. The last five, 750-754, had steam generators and, like the Fs, were painted blue and gray; other diesels wore maroon with a yellow band, a livery also seen on some freight cars.

Coal mined on-line was an important commodity, and assorted industries had arisen: cement-making in Cowan; steam boiler fabrication in Chattanooga; and steel pipe production in Gadsden. Few knew it then, but owing to resource depletion, environmental regulation, advancing technology, and overseas competition, this traffic became endangered and in a generation or so was gone. Ditto passenger traffic, as on most railroads.

By the mid-1950s, an era of railroad

mergers was at hand, and after four late-1940s absorptions (Alton, Moffat Road, Pere Marquette, Wheeling & Lake Erie), NC&StL was the next to go. On August 30, 1957, after 77 years of tolerating it as a semi-autonomous entity, L&N merged the NC out of existence. The former NC branches would go, some abandoned and some sold to short lines. The Paducah Gateway is history, but the Memphis-Nashville-Chattanooga-Atlanta trunk remains, though part of the west end is on ex-L&N trackage. About 700 miles of the NC are still in service, 435 under CSX.

L&N not only adopted "The Dixie Line" as its own slogan, it thoroughly purged the NC&StL from corporate memory. NC being "family," though, is why the proposed return to steam of No. 576, a 1942 class J3 "Yellow Jacket" 4-8-4 on display in Nashville's Centennial Park since 1953, generates excitement in NC territory. It acknowledges the memory of something long gone, but cherished. ■

DAVID IBATA, of Kennesaw, Ga., has been editor of *The Dixie Flyer*, the newsletter of the Nashville, Chattanooga & St. Louis Railway Preservation Society, since 2009. A Southern Illinois University graduate, he has worked for the Chicago Tribune and Atlanta Journal-Constitution. This is his first CLASSIC TRAINS byline.

NC&StL fact file



(comparative figures are for 1929 and 1956)

Route-miles: 1,223; 1,043

Locomotives: 249; 132

Passenger cars: 219; 106

Freight cars: 8,510; 6,761

Headquarters city: Nashville, Tenn.

Special interest group: Nashville, Chattanooga & St. Louis Railway Preservation Society, ncstl.com

Notable passenger trains: *Dixie Flagler*, *Dixie Flyer*, *City of Memphis*, *Georgian*

Recommended reading: *Nashville, Chattanooga & St. Louis: A History of "The Dixie Line,"* by Dain L. Schult (TLC Publishing, 2002); *Nashville, Chattanooga & St. Louis Railway: History and Steam Locomotives*, by Richard E. Prince (Wheelwright Lithographing Co., 1967; reprinted by Indiana University Press, 2001).

Source: *Historical Guide to North American Railroads*, Third Edition (Kalmbach, 2014)

MORNING SUN BOOKS

Announcing a new line of softcover books available now:

All-Color Softcovers

96 pages - \$39.95



5755

5771



578X

5763



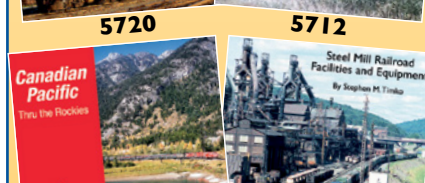
5860

5879



5720

5712

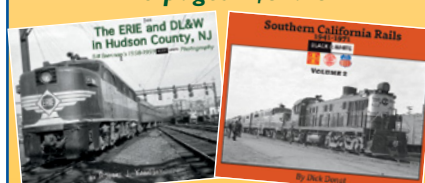


5747

5739

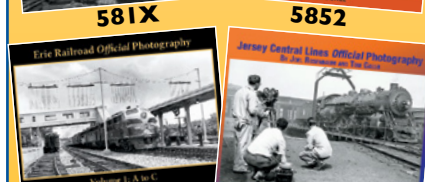
Black-and-White Softcovers

128 pages - \$39.95



581X

5852



5674

5690

Order today at price of \$39.95 apiece plus \$7 shipping (add \$2 for each add'l book) Canada-\$12; foreign-\$21, each.

All books are shipped via U.S. Mail.

NJ (7%) residents add Sales Tax

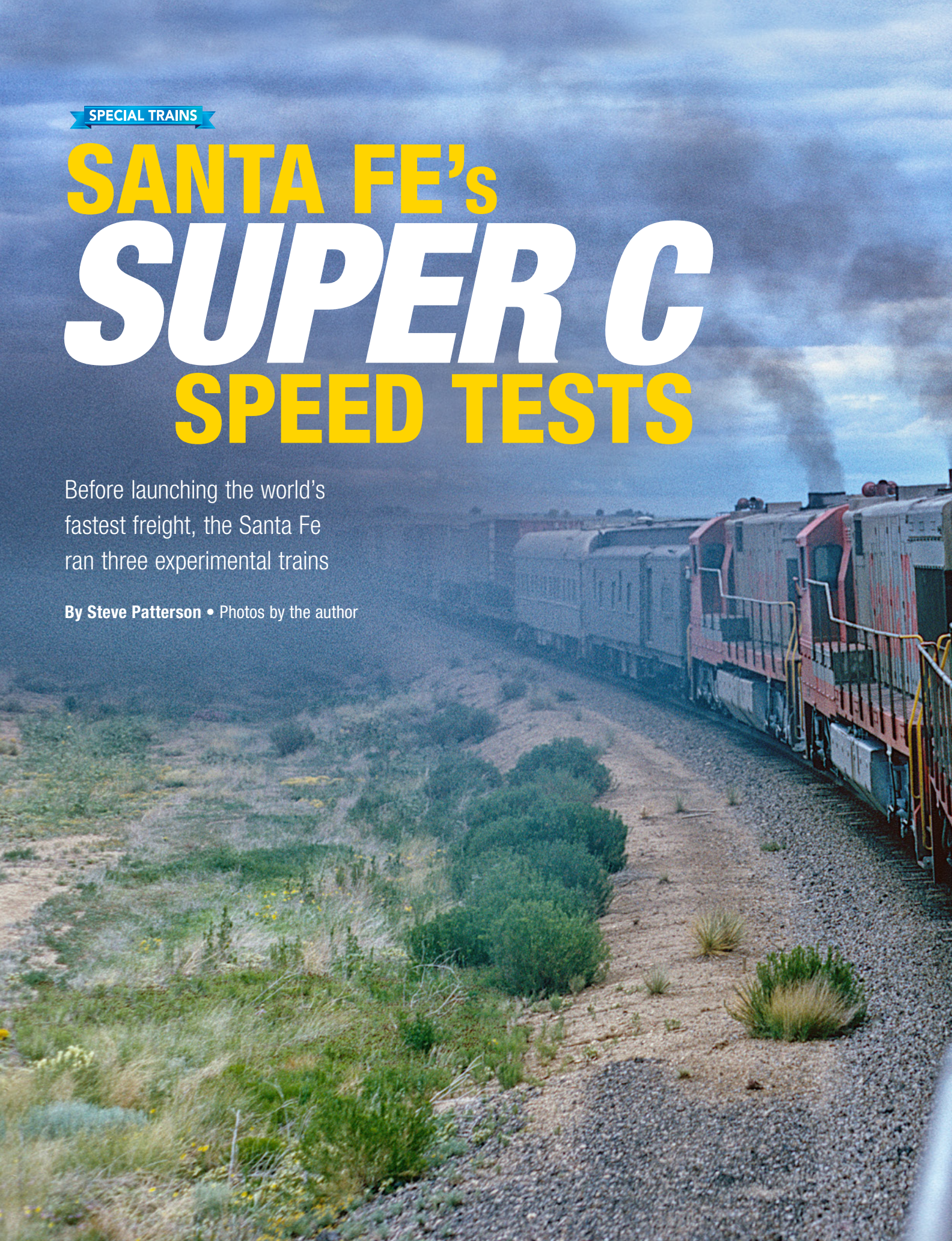


Visa/MC accepted - 9am-5pm
Call (908) 806-6216

Morning Sun Books, Inc.
c/o W&C, 1200 CR #523 - Flemington, NJ 08822

Check our website for titles and ordering info

MorningSunBooks.com



SPECIAL TRAINS

SANTA FE's *SUPER C* SPEED TESTS

Before launching the world's fastest freight, the Santa Fe ran three experimental trains

By **Steve Patterson** • Photos by the author



A pleasing sight to railroad enthusiasts (and shippers) in the second half of the 20th century was the growing appearance of highway trailers riding on flatcars. That was supposed to mean fewer trucks on our Interstate highways and more revenue for railroads when jet airliners and automobiles were taking passengers away.

In the first half of the century, Colorado Federal Judge J. Foster Symes said that “freight traffic will gravitate to the fastest schedule as quickly as water seeks its own level.” Among other carriers in the 1960s, two major railroads — New York Central and Santa Fe — were particularly cognizant of that axiom. They explored offering a premium freight service from coast to coast on the fastest schedule in history.

Santa Fe President John Reed and his marketing department believed there was sufficient truck traffic moving cross-country to warrant expedited rail freight service at a premium rate. NYC President Al Perlman wasn’t so sure, as freight forwarders who existed on low rates were trying to dissuade him because such service would be a threat to them.

In those pre-double-stack days, when the term “intermodal” was barely entering the lexicon, most rail-truck coordination was in the form of trailer-on-flatcar (TOFC, or “piggyback”) service. A relatively small amount of freight moved in container-on-flatcar (COFC) service.

The two railroads jointly conducted wind-resistance tests with TOFC and COFC equipment on a 15-mile stretch of the Santa Fe 60 miles southwest of Chicago. Each train weighed nearly the same. Even with five 6-axle passenger-gearied diesels up front, the maximum desired speed of 90 mph could not be attained on a slightly ascending grade without reducing tonnage. This was true for the piggyback train as well as the container train, which used NYC’s low-profile Flexi-Van equipment.

Next came a series of three long-distance tests. Test Run 1, as it came to be known, left Santa Fe’s Corwith Yard in Chicago at 10 a.m. on May 26, 1967, with four new GE U28CG passenger diesels pulling a dynamometer car, a business

In a view back from the cab of the lead unit, Santa Fe’s third pre-*Super C* test train accelerates out of a curve near Model, Colo., about 20 miles east of Trinidad, on July 11, 1967.



Test Run 3 departs Argentine Yard, Kansas City, just before 11 a.m. on July 11, 1967. Behind the four U28CG passenger diesels is dynamometer car 5015 and business car 36, assigned to Eastern Lines General Manager L. M. Olson, for whom author Patterson worked at the time.

car, 20 flatcars carrying 40 trailers, and a caboose for a total trailing weight of 1,744 tons. Operating over the road's principal freight route via Amarillo, Texas (today, BNSF's "Transcon"), the train reached Hobart Yard in Los Angeles in 37 hours 33 minutes — a truly blistering pace. The test run proved the concept feasible, and Santa Fe soon announced it would launch a regular Chicago–L.A. freight train on a 40-hour schedule.

The second test run, 13 days after the first, was a true transcontinental train, beginning at NYC's 40th Street Yard in Manhattan on June 8. Despite a star-crossed run to Chicago, Test Run 2 smashed all records, posting a 34-hour 46-minute time between Chicago and L.A., breaking the *Super Chief's* record dash of 36 hours 49 minutes in May 1937. The test special's total journey time of 54 hours 21 minutes bested the previous coast-to-coast record, set by Union

Pacific's M-10001 streamliner in 1934. Like the first test run, the second train took the route used by most of Santa Fe's Chicago–California freight traffic.

But what about the road's northern main line? Running across Kansas and via La Junta, Colo., and Albuquerque, N.Mex., this was the principal route for Santa Fe's Chicago–California passenger trains. Though only 20 miles shorter than the Amarillo route, and spiked with severe grades on two mountain passes, it included 500 miles of 90-mph track and had many fewer interfering trains. Per-

haps it would be a better route for the new hotshot. A third test special was planned. Since its principal aim was to evaluate the northern route, it would run Kansas City–Winslow, Ariz., only.

On July 11, 1967, 20 flatcars with 40 trailers were assembled as Test Run 3 at Santa Fe's Argentine Yard in Kansas City, Kans. Up front, behind four U28CGs, were dynamometer car 5015

and business car 36; bringing up the rear of the 1,745-ton train was a caboose. Eastern Lines General Manager L. M. Olson and I, his secretary, climbed aboard. We departed at 10:53 a.m., hell bent for Winslow. Out of Argentine we ran as the second section of No. 7, the *Fast Mail Express*, which had a 1-hour 45-minute head start on us. After about 550 miles we caught up to it, at La Junta, and exchanged flags (we got the green ones), our test special becoming First No. 7. We crested the highest point on the Santa Fe, Raton Pass Tunnel, a few minutes before 8 p.m. and stopped at Albuquerque at 1:02 a.m. This being the end of Olson's territory, his car was quickly cut out there. The test continued to Winslow, where the TOFC cars were picked up by the next westbound piggyback train.

Test Run 3 was a disappointment. Across the flats of Kansas, the train averaged just 69.1 mph. Between Garden City, Kans., and Lamar, Colo., where our passenger trains took the bridle off to gallop at 90 mph, we averaged only 73.2 mph. The prevailing Kansas headwinds are not a friend of westward truck trailers sitting high off their flatcars. Between the end points of Argentine and Winslow, Test

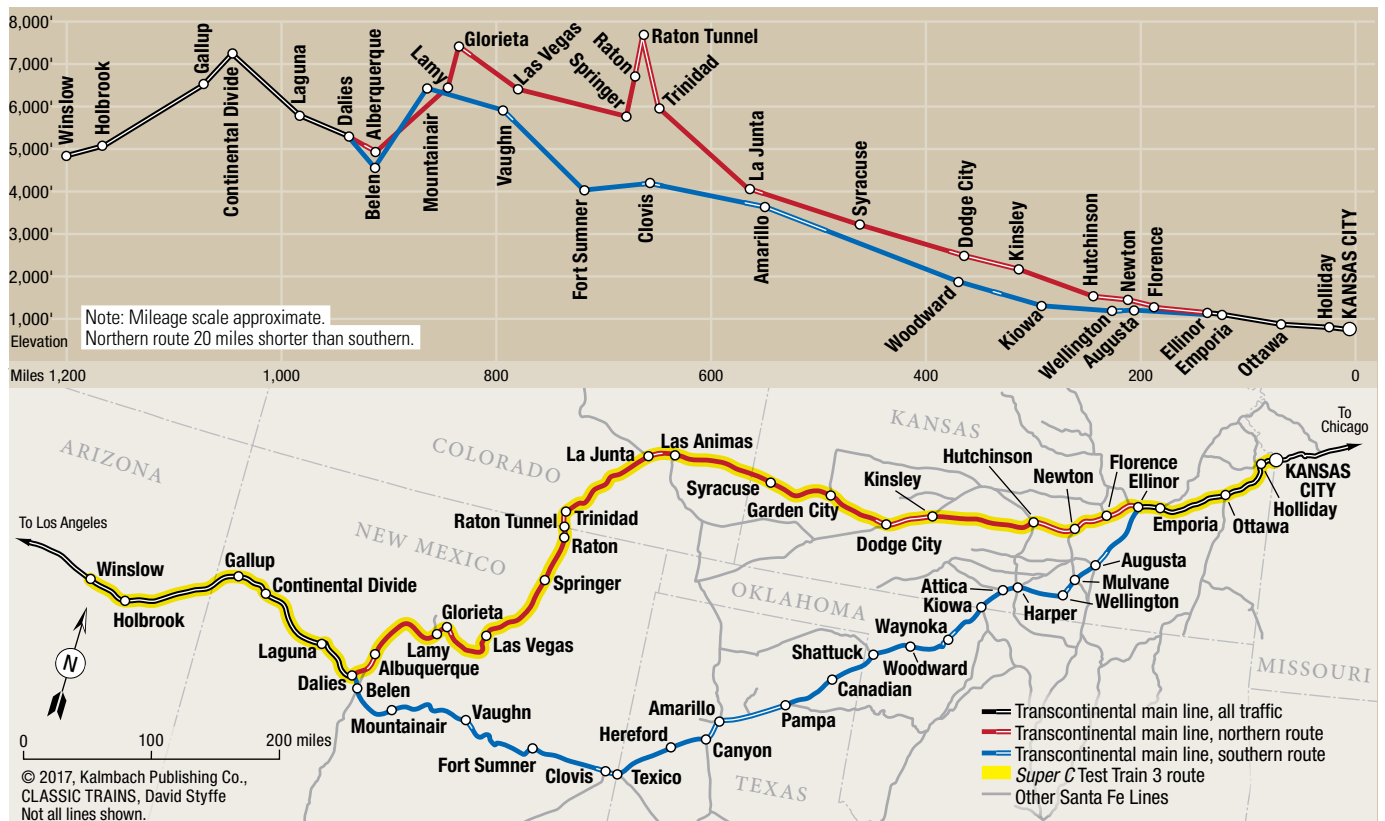


A speedometer in one of Test Run 3's U28s reads 84 mph. By special order, the train could run up to 90.



A rearward view from the business car shows Test Run 3's 20 loaded piggyback cars curving out of Argentine Yard. Previous tests ran Chicago–L.A. via Amarillo, but this one originated at K.C. and terminated at Winslow, Ariz., to evaluate performance on the northern main line.

Santa Fe's two routes west



Run 1 beat us by an hour and 12 minutes.

Planners decided to run the new service via the southern route. Its name, *Super C*, was a nod to our top passenger train, the legendary *Super Chief*. The New York Central elected not to participate, so it was a strictly Santa Fe operation.

Six months later, on January 17, 1968, L. M. Olson and I were on board the *Super C*'s first run as it broke through a "World's Fastest Freight Train" banner stretched across its departure track in Corwith Yard at 2:10 p.m. Being probably the lowest ranking employee on the history-making train, I mostly stayed out of sight in the dynamometer car, the first car behind the two brand-new EMD FP45s (and where I talked a lot of shop with TRAINS Editor David P. Morgan), but I did roam around

enough to make it to the lead unit's cab before darkness. The train weighed only 867 tons, consisting of just 12 cars including the dynamometer car, two business cars, a lounge car, and a caboose.

Numerous officials and invited guests had ridden a three-car special from Chicago's Dearborn Station down to the ceremony, including NYC's Jim McClellan, who had worked so hard, but in vain, for a 60-hour transcontinental premium train from New York to Los Angeles. He had ridden Test Train 2 all the way to California the previous June. Representatives of several shippers including Ford, Chrysler, Quaker Oats, IBM, Western Electric, and Zenith were on hand for the inaugural as well. Some were on tall ladders proudly affixing large paper banners to their trailers. General Manager Olson apparently had had a conversa-

tion with his bosses, Assistant Vice President Larry Cena and President Reed, about those banners attached to trailers about to set off on a high-speed run.

Not long after we departed, Olson dictated a telegram to me. Being experienced on how to coil a piece of paper to throw to a watchful station agent, I was pondering the likely next open agency. Streator (83 miles out from Corwith) was my best bet. But before reaching there, Olson had a change of heart and told me to tear up the wire. It had read, "To Cena. Banner joined the birds at milepost seven and two-thirds. Olson."

During the train's one-minute stop for a crew change at Emporia, Kans., at 10:40 p.m., Olson and I stepped off the hotshot and I drove us home to Topeka.

The train reached Los Angeles in 34 hours 35 minutes 40 seconds, besting by 10 minutes the previous record, set by Test Run 2.

Super C's life was tenuous and didn't come close to Reed and McClellan's vision, mainly because NYC didn't get in the game and bring East Coast premium goods to the train. The Santa Fe was hav-

Test Run 3 ran as Second No. 7, the *Fast Mail Express*, as far as La Junta, Colo., where it caught up to the first section, led by PA No. 70. Here the trains exchanged green flags (seen lying on the platform by engine No. 352's pilot), and the U28CGs led the way west as First 7.



ing its own friction with freight forwarders. Even with a tariff of \$1,400 per trailer, about \$500 more than the usual fee, the forwarders opposed the new inter-modal service. Too many times in its first year, the train ran with only one, two, or three trailers; several eastbound versions didn't operate at all.

On the expense side, crew payrolls were a major factor — from Corwith to L.A. the train had 18 changes of crews of five men each. Where *Super C* runs could be advertised and bulletined as assigned jobs, you can believe the senior men on that division bid them in. How sweet it was for a crew to regularly step on at San Bernardino and zap 65 miles over to Hobart, jump on an eastbound

hotshot, and be back home in 4 hours, collecting two days' pay for their efforts.

Santa Fe kept pounding the pavement for new *Super C* customers. A one-time lark in May 1968 was 189 trailers of strawberries from California. In April 1969 the U.S. Post Office signed up, albeit only for an eight-week experiment. This led to a long-term contract, though, which kept *Super C* flying. But in early 1976 the Postal Service (as it had become) opened for new bids its parcel post haulage between Chicago and Los Angeles and San Francisco. Despite offering a faster schedule to both California cities, Santa Fe lost the business to the partnership of Chicago & North Western, Union Pacific, and Southern Pacific.

Without the mail, *Super C* was no longer a viable operation, and during the first two weeks of May 1976, the service sputtered to an end, ceasing its eight-year life as our country's fastest and most famous freight train. Has it been missed? No, because it showed all other hot trains on the Santa Fe what to do: stay out of yards! That's the legacy of those test specials and *Super C*. ■

STEVE PATTERSON retired from a 42-year career with Santa Fe and BNSF in 2007. He has been contributing to TRAINS since 1960 and to CLASSIC TRAINS since 2000. Some of the particulars about Test Runs 1 and 2 are from "Super C," by Fred Frailey, in May 1986 TRAINS.



In 90-mph territory 600 miles out of Kansas City, a clear signal at the west end of Thatcher (Colo.) siding beckons Test Run 3 onward at about 6 p.m. on July 11.



Test Run 3 is just out of Trinidad, Colo., as it hits the base of Raton Pass, whose 30-mph passenger limit was more than the train could manage. Nightfall precluded any photos west of here. Grades and wind helped nix this route for the *Super C*.

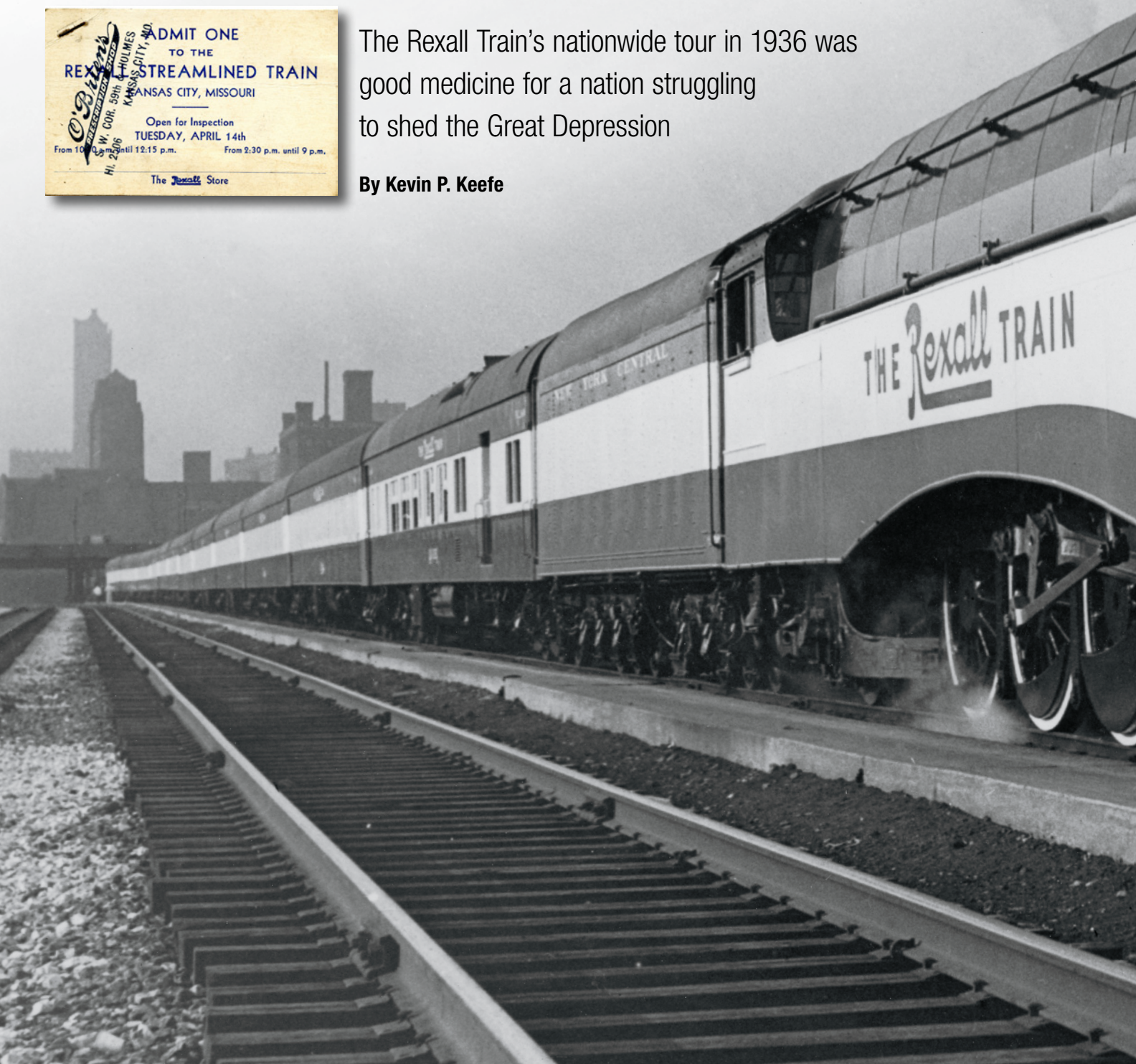
SPECIAL TRAINS

Prescription for PROSPERITY



The Rexall Train's nationwide tour in 1936 was good medicine for a nation struggling to shed the Great Depression

By Kevin P. Keefe





The Rexall Train stands next to the PRR coachyard south of Chicago Union Station. It was parked on a CUS track beside the river for public display.
Harold K. Vollrath collection; ticket, Mike Connor collection

In 1936, things were looking brighter in America after six dark years of the Great Depression. Unemployment remained at a terrible 16.9 percent, but that was better than the 25 percent of four years before. There still were 9 million people out of a job, down from 12 million in 1932. Business was reviving — the gross national product ended the year up a record 14 percent.

Many people allowed themselves to celebrate a bit. Prohibition had ended in 1933. They flocked to theaters to see such happy fare as Ginger Rogers and Fred Astaire in *Swing Time*. They cheered Jesse Owens' historic athletic achievements — four gold medals — at the Berlin Olympics. In the evening, they curled up with the latest sensation, a novel by Margaret Mitchell called *Gone with the Wind*. Later in the year, President Franklin D. Roosevelt was re-elected in a landslide, winning every state except Maine and Vermont.

Yet for millions of Americans, the most enjoyable moment of the year might have been what they saw at trackside as a gleaming blue-and-white train rolled into town. They read about it in the newspapers and heard about it in the local drugstore. Suddenly it was in plain sight — a steam locomotive like they'd never seen before, pulling a train of 12 streamlined cars, the vestibule doors beckoning with the promise of wonders inside.

The train was in perfect tune with the times, but it carried no patriotic or religious message. Instead, its implicit mission was quintessentially American: "The Depression will be over soon! Shop at Rexall's!"

A born promoter

The Rexall Train of 1936 was a phenomenon, a hugely popular commercial stunt that drew crowds down to the depot and helped the Rexall drugstore chain regain its business momentum. Over the course of nearly nine months, the train traveled 29,000 miles and visited 47 of the 48 states (missing only Nevada) plus several Canadian provinces; used the tracks of dozens of railroads; brought merchandising support to thousands of local druggists; and allowed millions to walk through its exhibit cars and see the wonders of modern retailing. It was a triumph for Rexall and its corporate parent, United Drug Co., as well as partners Pullman Company and New York Central.

Rexall was a household name in 1936, thanks largely to its tireless president, Louis K. Liggett. Originally a patent medicine salesman from Detroit, Liggett had success just before the turn of the century selling to drugstores a bottled tonic called Vinol. It was still the era of dubious remedies: Vinol was a concoction made from wine and cod livers.

Liggett devised a franchise plan for Vinol that eventually became a template for Rexall. In 1902, Liggett and several investors met in Chicago to capitalize the new United Drug Co., with Rexall as its primary trademark. The new name, derived from Latin, meant "King of All." By mid-1903 the company was shipping Rexall-brand products from a factory in Boston.

A basic conviction drove Liggett's business model. Prescription drug compounding at local pharmacies was becoming obsolete, so the answer for druggists, he reasoned, would be to turn to national merchandising. By purchasing products directly from a national manufacturer, a drugstore could enhance profit margins otherwise shared with middlemen. Territorial exclusivity would seal the deal.

The approach was a boon to druggists in



small and medium-size towns, for whom raising enough money to launch or expand a store could be difficult. Rexall's financial support included store improvements, signage, and fixture costs, along with advice on planning and inventory. Liggett pioneered the "One Cent Sale," which offered two items for the price of one plus 1 cent, introduced in 1915. Soon the blue-and-orange Rexall sign was a familiar fixture on Main Streets everywhere.

Liggett added a number of lucrative product lines over the following years, including stationery and fountain supplies, rubber goods, candy, and perfume. The company's original plant in Boston, not far from the Red Sox' Fenway Park, was huge, but growth soon made a new factory necessary, preferably in a more central location. In 1920, the company opened a new complex in St. Louis.

Like all large businesses, Rexall had difficulty contending with the Depression. By the mid-1930s some of its product lines had been hit hard, especially non-essentials like candy. Some stores closed their lunch counters to save money, or even removed them altogether. Meanwhile, pharmacists found it increasingly difficult to get to the various conventions and business meetings that Rexall sponsored to support its far-flung network, which by 1936 had grown to 11,000 stores.

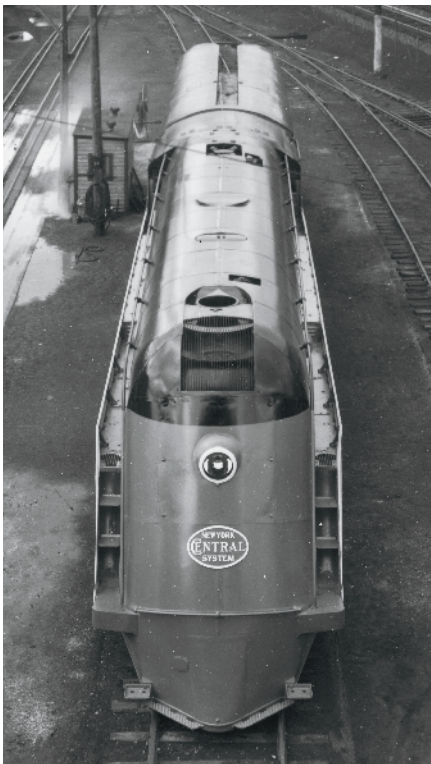


Louis K. Liggett, president of Rexall parent United Drug Co., had his own car on the exhibit train.

Paul Thompson for The World's Work, courtesy Frank Sternad

A long way from home rails, the Rexall Train's NYC 4-8-2 passes the Santa Fe depot at Pomona, Calif., on its way into Los Angeles. The front coupler is raised, suggesting a helper was used on Cajon Pass.

H. Sullivan



Power for the Rexall Train throughout its tour was New York Central L-2c 4-8-2 No. 2873. The road's West Albany Shops converted the Mohawk to oil fuel, and gave it sheet-metal shrouding to the same design that Hudson 5344 received in 1934, also at West Albany. Interestingly, although the engine carried Rexall and NYC lettering, it displayed no road number.

Two photos, New York Central



Two photos show the Rexall Train, on display (above) and on the move (left) under Chicago & North Western semaphores at Fond du Lac, Wis., on a sunny Independence Day 1936. The futuristic 4-8-2 was the first streamlined locomotive most of these folks had ever seen.

Two photos, H. F. Braden

At some point, Liggett, and possibly others in his management team, hit on the idea of taking the Rexall message on the road to both the company's merchants and the buying public. In that era, a spectacular special train was the obvious vehicle. Liggett was even quoted as saying "The Depression is over!" — probably much to the surprise of the Roosevelt Administration. Whether he said it or not, the Rexall Train would be Liggett's big bet against hard times.

Streamlining a 4-8-2

Plans for the Rexall Train came together quickly. With New York Central's help, Rexall put together a plan to crisscross the continental U.S. and parts of Canada, where the Rexall brand

was also prominent. The train would stop just about anywhere, from small towns to big cities. Everywhere it went, the considerable Rexall promotion machine would spread the word.

To haul the train, NYC elected to go with one of its L-class 4-8-2 Mohawk types, the railroad's standard fast freight locomotive. Since the train would be formed of passenger cars, conventional wisdom may have suggested the use of a J-class Hudson, queen of the fleet and the very trademark of the Central. The Rexall Train, though, would traverse demanding grades and mountain passes in the West, so NYC chose a 4-8-2 and its 72,500 pounds of tractive effort (with a booster) — more capable in a mountain railroad setting than a booster-equipped Hudson's 53,000.

Work on the locomotive would be done at NYC's shops in West Albany, N.Y. The engine ultimately selected was L-2c No. 2873, built by Alco in 1929. It recently had been shopped but had run enough miles to be considered broken in. With its 69-inch driving wheels, the 2873 could be a fast runner. Another big plus: 2873 was equipped with roller bearings on all axles except the lead (or engine) truck.

The biggest mechanical project was converting the 4-8-2 from coal to oil fuel for easier operation over western railroads



on the Rexall Train's route. West Albany's shop crews also outfitted the engine for steam heat and air signaling.

There was another big change to the 2873, of course — the application of a streamlined shroud. It was remarkably similar to the design used in 1934 on 4-6-4 No. 5344, NYC's first entrant in the streamlining trend. Christened the *Commodore Vanderbilt*, the 5344 is credited with being the first American streamlined steam locomotive. Sheathed almost completely in black, the 5344 hauled various NYC passenger trains, including the *20th Century Limited*.

Inspired by the *Commodore Vanderbilt*, planners decided to stick with the same basic approach for the 2873, turning to the same man who came up with the Hudson's design, Carl F. Kantola, assistant engineer in NYC's Equipment Drawing Department. Working on a difficult 30-day deadline as stipulated in the contract with Rexall, Kantola quickly revised the measurements for the shroud to extend it over the length of a 4-8-2, and West Albany shop crews worked day and night to complete the work. The blue-and-white locomotive was ready by March 22, 1936.

Cars of wonder

While the Mohawk was undergoing its metamorphosis in West Albany, work proceeded on the Rexall cars at Pullman's shop in Chicago. With the Depression still lingering, Pullman had a large number of old heavyweight cars in storage, so it



About 60 miles to the south, the train occupies a team track near the dark, slender tower of C&NW's depot on the Milwaukee lakefront. Inside the cars were displays for the public and drugstore operators.

Stanley H. Mailer collection

was a simple proposition to choose a dozen for Rexall. All were painted with blue letterboards and girder sheets with a white window panel to match the locomotive. The roof and underbody were black. The "streamlining," such as it was, consisted mainly of using full-width diaphragms and a balloon-style roof to replace the clerestory roof.

The cars had a lot of miles on them. Most were built between 1914 and 1916, and two were even older, dating from 1910. Seven were former 36-seat parlor cars originally assigned to the New Haven for service on the *Merchants Limited*. Others included a club-baggage, a 16-section sleeper, a diner, a 10-compartment sleeper, and a 4-compartment observation car for the rear of the train. All were given new names, mostly for various Rexall product lines [page 32].

The interiors of all the cars were gutted for the Rexall conversion, then outfitted for a variety of purposes. The baggage car housed generators to provide electricity for the train's air conditioning, as well as for its extensive display lighting. Four



In a 2009 painting, artist Bob Lorenz captured what the black-and-white film of 1936 couldn't: the Rexall Train in color. Titled *In the Rain*, it shows the train on display at Port Clinton, Ohio, on the NYC.

Bob Lorenz

Cars for the Rexall Train

The dozen cars for the Rexall Train had interesting pedigrees. Their special names — taken from Rexall product lines — are probably unfamiliar to contemporary readers, but they were household brands in the 1930s. The cars, in the order of the usual consist, were:

- **KANTLEEK:** Named for Rexall's Two-In-One Stopperless Water Bottle. This 1910 club-baggage car's original name was *Whitney*, it was part of Pullman's general pool. For the Rexall Train, it carried generators for on-board electricity.
- **FIRST AID:** Named for the company's line of bandages. Originally the 16-section sleeper *Haldeman*, it was built in 1918 and began service on the Southern Pacific. It served as the train's crew car.
- **AD-VANTAGE:** Named for Rexall's in-house publication. Formerly the parlor car *Lanesville*, it, like all the train's ex-parlor cars, was built in 1916 and assigned to the New Haven Railroad. The car was outfitted as a top-of-the-line drugstore interior.
- **RESEARCH:** Featured a half-inch scale model of Rexall's research department at its headquarters in Boston.
- **BISMA-REX:** The former parlor car *Bolton* was set up to promote the Bisma-Rex line of stomach antacids and also featured a large map of the United States.
- **CARA NOME:** This was the ex-parlor car *Halifax*, lined with display cases and illuminated wall fixtures to promote the company's brand of women's cosmetics.
- **KLENZO:** The ex-parlor car *Hadlyme* was stripped for use as a lecture car, with 88 seats and a sound system. In the evening, the seats could be removed and the car used for dancing to the music of the Rexall Orchestra.
- **SYMPHONY:** The former diner *Wanakena* was built in 1914 for service on New York Central. Rexall and Pullman would serve both lunch and dinner, using chefs and waiters hired from regular railroad service.
- **ADRIENNE:** Although the name's connection to Rexall is unknown, the car was the former parlor *Hingham*, and was the train's second lecture car.
- **MI-31:** The new name of the former parlor car *Montwait* was Rexall's brand of mouthwash. It was rebuilt as a full lounge for the entertainment of company guests.
- **JOAN MANNING:** The former 10-compartment sleeper *Ridgeville* was built in 1910 and renamed for Rexall's line of chocolates, which competed with such brands as Russell Stover and Pangburn. It offered room accommodations for guests and crew.
- **PURETEST:** Pullman built the 10-compartment-observation *Newport* in 1916 for use in regular pool service, later rebuilt it as a 4-compartment-office-observation car. On the Rexall train, it was reserved for Louis Liggett and his guests. — *Kevin P. Keefe*

of the parlor cars contained elaborate displays for the public, organized around certain Rexall product lines.

What the public saw on board the train were state-of-the-art promotional displays, borrowing heavily from the Art Deco school of design. With brilliant lighting and the extensive use of mirrors, the cars' tunnel effect was reduced, allowing visitors to lose themselves in a mock drugstore and soda fountain, or walk past a half-inch scale model of the Rexall research department, or marvel at the packaging of Rexillana cough syrup, Cara Nome cosmetics, and Joan Manning chocolates.

The rest of the train was off-limits to the public. The diner was modified to serve lunches to visiting druggists, while another parlor car was converted to a lounge. Two more of the parlor cars became 88-seat lecture halls. At the end of the train were two more non-public cars, including the observation car, formerly Pullman's *Newport* and renamed *Puretest* for Rexall's vast line of vitamins, cod liver oil, rubbing alcohol, hydrogen peroxide, and numerous other products. The car was reserved for Louis Liggett.

Zig-zagging across a continent

The train was launched with a champagne christening at Boston's North Station on March 26, 1936, and stayed for three days before departing for Portland, Maine, on the Boston & Maine. Soon it turned west on a circuitous route that zig-zagged through the Midwest before touring the Southwest and making long stops in Los Angeles and San Diego in mid-May. The train then moved up the Pacific coast to Seattle and Vancouver, British Columbia, before turning east again through Idaho, Montana, and Utah. From Denver on June 14–15 it continued east to Omaha before turning north for stops in the Upper Midwest.

Chicago brought a three-week pause, mostly to refurbish the display cars at Pullman's shop in the Calumet neighborhood and to perform maintenance on the 2873 at NYC's Englewood roundhouse. There also was time, however, for public visits while the train was parked at Chicago Union Station. Then the Rexall Train continued east, including a turn through Michigan, Ontario, and Quebec.

The all-important New York City stop was in Newark, N.J., at the Pennsylvania's South Broad Street Yard. After visiting Philadelphia, Baltimore, and Washington, the tour headed north for Harrisburg, Pa., and Buffalo, N.Y., before returning to the Midwest, followed by several stops in the Southeast during October and November.

It's safe to say the Rexall Train created lot of excitement all along its lengthy route. At Cincinnati, more than 15,000 people boarded the train during its one-day display. In little Manhattan, Kans., an American Legion drum and bugle corps turned out to welcome the train. Upon arrival in Los Angeles, Rexall promoters had flowers strewn along the train's display site in Exposition Park, where it was parked on Pacific Electric tracks. In Milwaukee, a large crowd showed up at Chicago & North Western's lakefront station at the foot of Wisconsin Avenue.

Finally in late November, the train rolled into Atlanta's ornate, turreted Terminal Station after visits in Georgia and Florida. The train was open for three days, November 22–24, and on the last day it was reported that 25,000 people walked through the cars. It was a fitting end to a big success.

Epilogue

The statistics of the train were impressive, even for an era when unusual public events would draw huge crowds. Rexall re-



Riding the Northern Pacific about 30 miles east of Butte, the Rexall Train's 4-8-2 steams west into Whitehall, Mont., early on a June 1936 day.

R. V. Nixon, Museum of the Rockies collection

ported that more than 2.3 million people toured the train, gawking and marveling at all the flashy product displays. The company said it welcomed aboard about 10,000 druggists and 20,000 sales people. Pullman estimated that 92,766 meals were served aboard the Rexall Train's dining and lounge cars.

After the tour, the cars were sent first to St. Louis to have the interior displays dismantled at the Rexall plant. Then they were returned to Pullman in Chicago, some to be put back in regular service, others, given their age, likely to be retired. The most prominent car, open-platform observation *Puretest*, regained its old name *Newport* as well as its Pullman green livery and was put back in pool service before it was sold in December 1941 to the Northern Pacific, which converted it to business car No. 4.

Meanwhile, the redoubtable Mohawk that wowed all those expectant crowds as it rolled into town quickly lost its glamorous dress. Within a few weeks of the tour's end, the engine's shroud was removed and the 4-8-2 was converted back to burning coal. The 2873 presumably ran hundreds of thousands of dependable miles in NYC freight service before being retired in 1953. It was scrapped the following year.

Rexall continued to thrive for a few more decades, even after the death of Louis K. Liggett on June 5, 1946, at age 71. The old tonic salesman was succeeded by Justin Dart, whom Liggett had hired away from rival Walgreen. The Rexall company went through various metamorphoses, including changing its name to Dart Industries in 1969, but gradually succumbed to changing trends in pharmaceutical retailing. Today the name survives on a line of medical and nutritional supplements, as Walgreen, CVS, Rite-Aid, and a few smaller firms have risen to pharmaceutical retail prominence.

Meanwhile, if you keep a sharp eye, you can spot the familiar blue-and-orange Rexall sign still hanging over downtown



Having long since shed its 1936 Rexall streamlining and surrendered its place in the national spotlight, NYC 2873 hurries east with a freight train at Coldwater, N.Y., on a wintry day in the early 1950s.

Harold S. Spicer

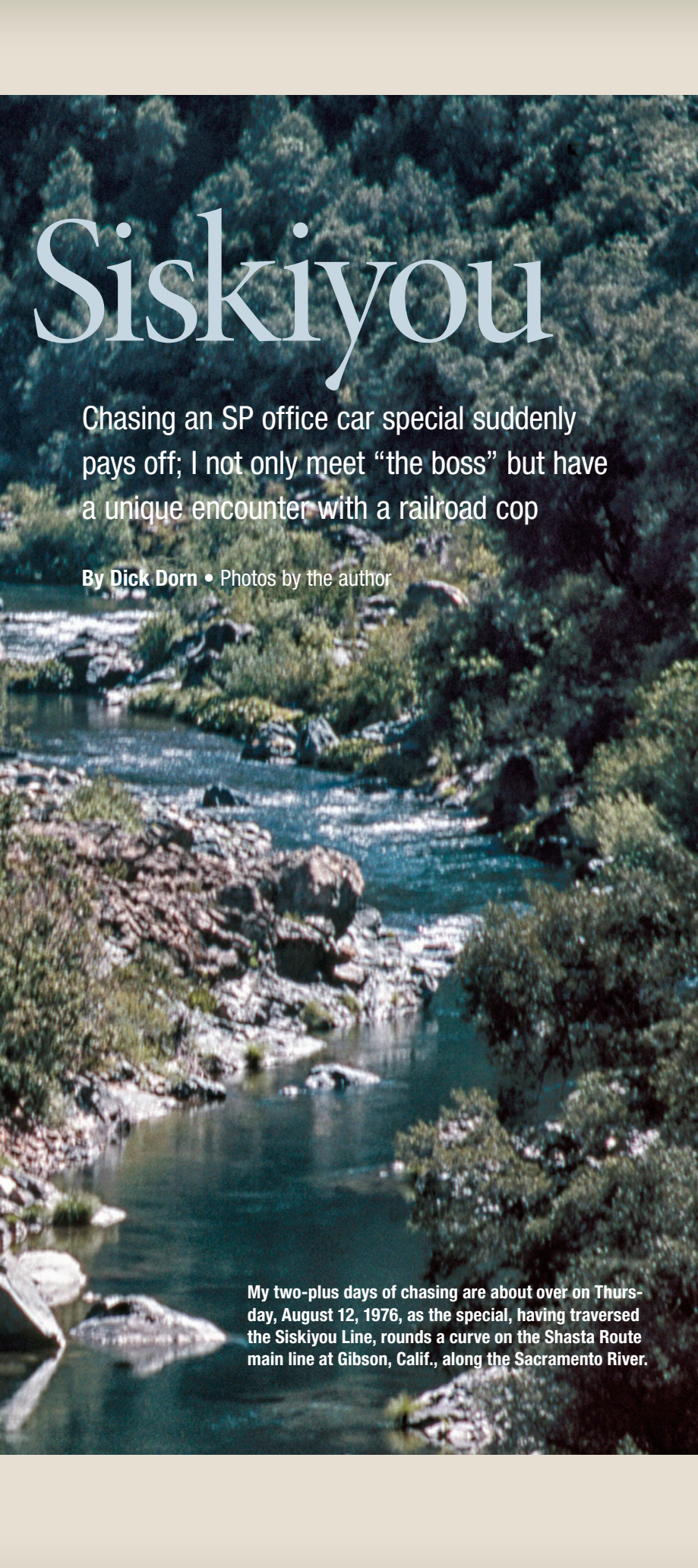
street corners in a number of small towns and cities across America. Perhaps those towns also have a few residents who remember that day in 1936 when the nation was climbing out of the Depression, a day when a beautiful train rolled into the station behind a steam locomotive like none they had ever seen. ■

KEVIN P. KEEFE is an author, columnist, and blogger. He acknowledges the assistance of two invaluable references: the Summer/Autumn 2000 issue of the magazine of the Terminal Railroad Association of St. Louis Historical & Technical Society, Inc., edited by Larry Thomas, and the website themetrains.com.



SPECIAL TRAINS

Surprises on the



Siskiyou

Chasing an SP office car special suddenly pays off; I not only meet “the boss” but have a unique encounter with a railroad cop

By Dick Dorn • Photos by the author

My two-plus days of chasing are about over on Thursday, August 12, 1976, as the special, having traversed the Siskiyou Line, rounds a curve on the Shasta Route main line at Gibson, Calif., along the Sacramento River.

In August 1976 I was on a trip from my northern California home to the Pacific Northwest that began with photographing the newly arrived motive power on the Oregon, California & Eastern, powering the log train out of Klamath Falls, Ore., to Sycan. Next up was a side trip to the Columbia River Gorge to shoot Burlington Northern in the Wishram, Wash., area. After a few days there, I was off to look at Southern Pacific branches in Oregon’s Willamette River valley, where power was all Geeps and SD9 “Cadillacs.”

During this time my friend Rod Loder tipped me off that SP would be running an office car special out of Portland on Tuesday, August 10, down the Siskiyou Line out of Eugene, Ore., and eventually to Oakland.

Named for the small coastal mountain range, popularly “the Siskiyous,” that straddles the California–Oregon border, the 295-mile line linking Black Butte, Calif., and Springfield Junction (Eugene), Ore., opened in late 1887. It topped the Siskiyous at 4,133 feet elevation with a 3,108-foot-long tunnel.

The Siskiyou became a secondary SP route through the mountains upon the 1926 opening of the shorter 270-mile Cascade Line (a.k.a. “Shasta Route” or “Natron Cut-off”) to the east. Linking Black Butte with Natron (Eugene) via Klamath Falls, Chemult, and Oakridge, Ore., it has lighter grades and less curvature than the Siskiyou. In recent times the Siskiyou became noted for its lower-quadrant-semaphores, many of which survived after SP sold the line to the Central Oregon & Pacific at the end of 1994.

It would be impossible to chase this office car special from Portland to Eugene, so I decided to try for just one shot, at the Willamette River bridge near Junction City, then head for Eugene. After some photos of the train there, split up and parked for the night on two depot spurs, I left for the lower reaches of the Cascade Line below Oakridge.

That night, I ended up sleeping out near Dexter. In the morning, my sleeping bag was covered with dew, so I just threw it into my vehicle — a 1971 Volkswagen microbus — and headed west to choose my first photo spot for the special. This turned out to be just onto the Siskiyou Line out of Springfield Junction in suburban Eugene.

I found a few nice places on the run to



South of Cottage Grove about 35 miles onto the Siskiyou Line, we're out of the valley on Wednesday the 11th, my first full day of chasing, at Drain, Ore. The lead unit has both SSW and SP identification, the SD9 has a steam generator, and half the business cars wear Amtrak stripes.

Dillard, just beyond Roseburg, where the train stopped for lunch to host executives from Roseburg Lumber, one of SP's largest shippers in the area.

At Dillard, across the road from where the train was parked, were several large settling ponds for dirty water from the lumber mill. I pulled up on one of the levees directly across from the train to eat and dry out my sleeping bag, which I put on the van's roof. I was admiring the special, which as power had new and specially painted Bicentennial SD45T-2 9389, lettered for subsidiary Cotton Belt on its flanks but with "SP" on the nose, and SD9 4450 with a steam boiler to provide heat for the cars. The six-car consist was SP business cars 106 *Oregon*, 141 *Oakland*, 100 *Airlie*,

140 *Stanford*, 107 *Del Monte*, and 150 *Sunset*, which was built by Pullman-Standard in 1956 for the use of SP's president. In 1976 this post was held by Benjamin F. Biaggini. Three cars wore Amtrak red-white-and-blue striping, as the passenger railroad for a few years required of cars carried in its trains, and three were "pure Southern Pacific" (silver with red letterboards). SP ran a second section, following, with its other steam-equipped SD9, 4451, pulling three 1950 Budd passenger cars assigned to "special service" (i.e., business trains): dining car 290, lounge 291, and 10-room-ette 6-double-bedroom sleeping car 292, which provided more seating for shippers, who were wine and dined at Dillard.

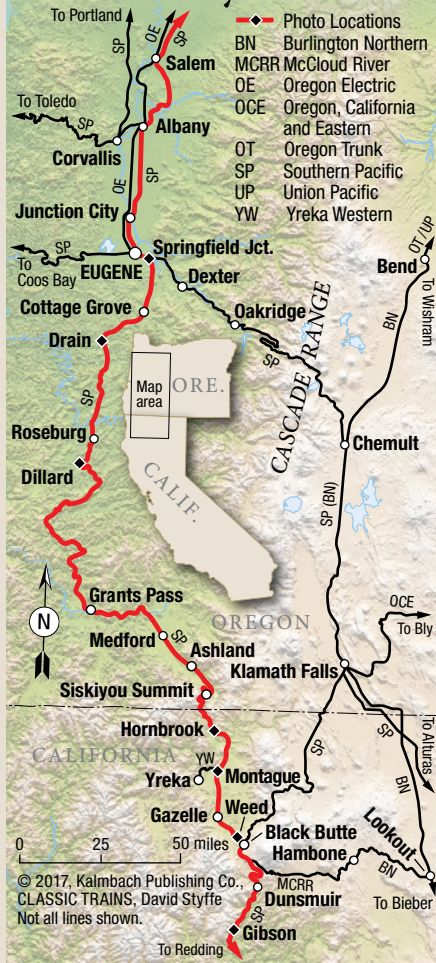


Author Dorn admits to having the "hippie look" in the 1970s.
Steve Patterson

As I sat by my van eating lunch, an unmarked white car drove up, and out stepped an SP police officer. "Oh no," I thought, "what have I done?" He strolled over and asked me what I was doing, so I explained that I was just following the train and taking photos. He then politely told me that it didn't "look all that great" with me parked directly across from the train and my sleeping bag lying on top of the van. To him, I looked like the stereotypical 1960s hippie, with hair down to my shoulders and driving a Volkswagen microbus to boot!

It was hard to argue his point. As I was packing up, I saw a gentleman get off the train and start to walk toward us. He crossed the road, came up, and stuck out his hand, saying, "Hi, I'm Ben Biaggini." I hardly knew what to say. He said he'd seen me earlier and was curious as to what I was doing. So I just told him the truth, that I was very interested in the train and was following it to take photos. He thought that was "neat," and

SP special down the Siskiyou Line



The special rolls through a deep cut between Roseburg and Dillard, where the train will park for lunch and allow a second section to catch up, and where SP's boss will introduce himself.

after we talked a few more minutes, the president of the Southern Pacific Transportation Co. returned to the train. I was having a hard time believing what had just happened. After witnessing the reaction of "the boss," the SP policeman said to me, "Well, I guess there is no need for you to move your car now."

The officer stayed around for a while, so I began asking him questions about how to get into some of spots along the line farther south. I'd never seen much of the Siskiyou Line, which is remote in many places, and the track is hard to follow without a good map, which I didn't have. He ended up becoming very helpful, leading me into great places such as Cow Creek Canyon, which at that time meant 30 miles of dirt road. Then he guided me over the hill south of Glendale on a barely navigable dirt road and then to Graves Creek Bridge and Leland. I would have never found my way to all those places, and since his duty was to follow the train, he was happy to escort



As the special climbs out of Weed, Calif., on August 12, SP President Ben Biaggini waves to me from the *Sunset's* platform. The other man is Denman K. McNear, who soon succeeded him.



Having surmounted Siskiyou Summit, Extra 9389 West splits the semaphores at Hornbrook, just inside California, on August 12. The Siskiyou's "blades" drew photographers from afar.

me. Of course, this turned out to be one of the most astonishing encounters I've ever had with a railroad police officer.

The odyssey was not without a negative. Later that afternoon at Gold Hill, west of Medford, the track crossed the Rogue River on an impressive bridge. As I was heading to my photo spot, I stepped over some barbed wire and landed on a round rock, severely spraining my left ankle. I could barely walk; the pain was excruciating. I did take my shot and barely made it back to my van. Driving was painful, as with the van's stick shift, pushing in the clutch to shift gears wasn't pleasant.

I was still 250 miles from home, and the train would be overnighthing in Medford. I was not going to give up at this point, though, and decided to live with the pain. After a sleepless night I got up and resumed the chase. I was able to hobble to several trackside spots for more photos. Driving was as painful as walking, and climbing or hiking to more interesting spots was out of the question. The Siskiyou's rather slow track speeds helped a great deal. The Siskiyou rejoins the Shasta Line at Black Butte, and short-



We're just onto the Siskiyou Line out of Eugene on Wednesday the 11th, my first full day of chasing, and the valley affords a rare full broadside view of the special.

ly after leaving the junction, the special had to stop at Mott, at the top of the steep climb for eastbounds out of the Sacramento River Canyon above Duns-muir, because a freight ahead had encountered problems during the ascent.

Mr. Biaggini was out on the rear platform as I drove up and limped out of the van. He got off the *Sunset* and came over to talk to me again. He was concerned about me and wanted to know what had happened, so I told him. I also mentioned the article I had done on SP's Donner Pass snow-fighting equipment, which had appeared in the March 1976 *TRAINS* magazine. He replied that he had seen the article and enjoyed it. He also gave me a nice keychain with an SP emblem on it. We talked for about 10 minutes until the freight was approaching.

Before he left, I told him I would send him some black-and-white prints of the trip, and he said he would very much like that. Again my SP policeman friend was present, and after the president had re-boarded the *Sunset*, he came over and said that I must have some kind of special karma, as he had never seen Mr. Biaggini do anything like that before. I just shook my head and said I didn't under-



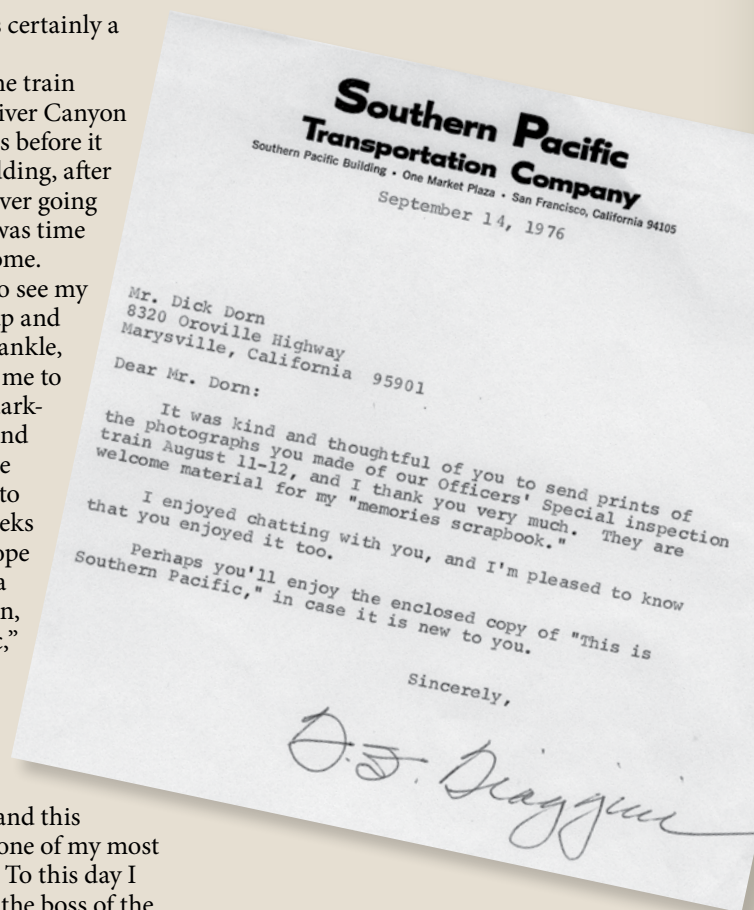
The agent at Montague, Calif., highballs the special as it kicks up dust making track speed on Thursday, August 12. By this time this was the only open station between Medford and Weed.

stand it either, but it was certainly a unique experience.

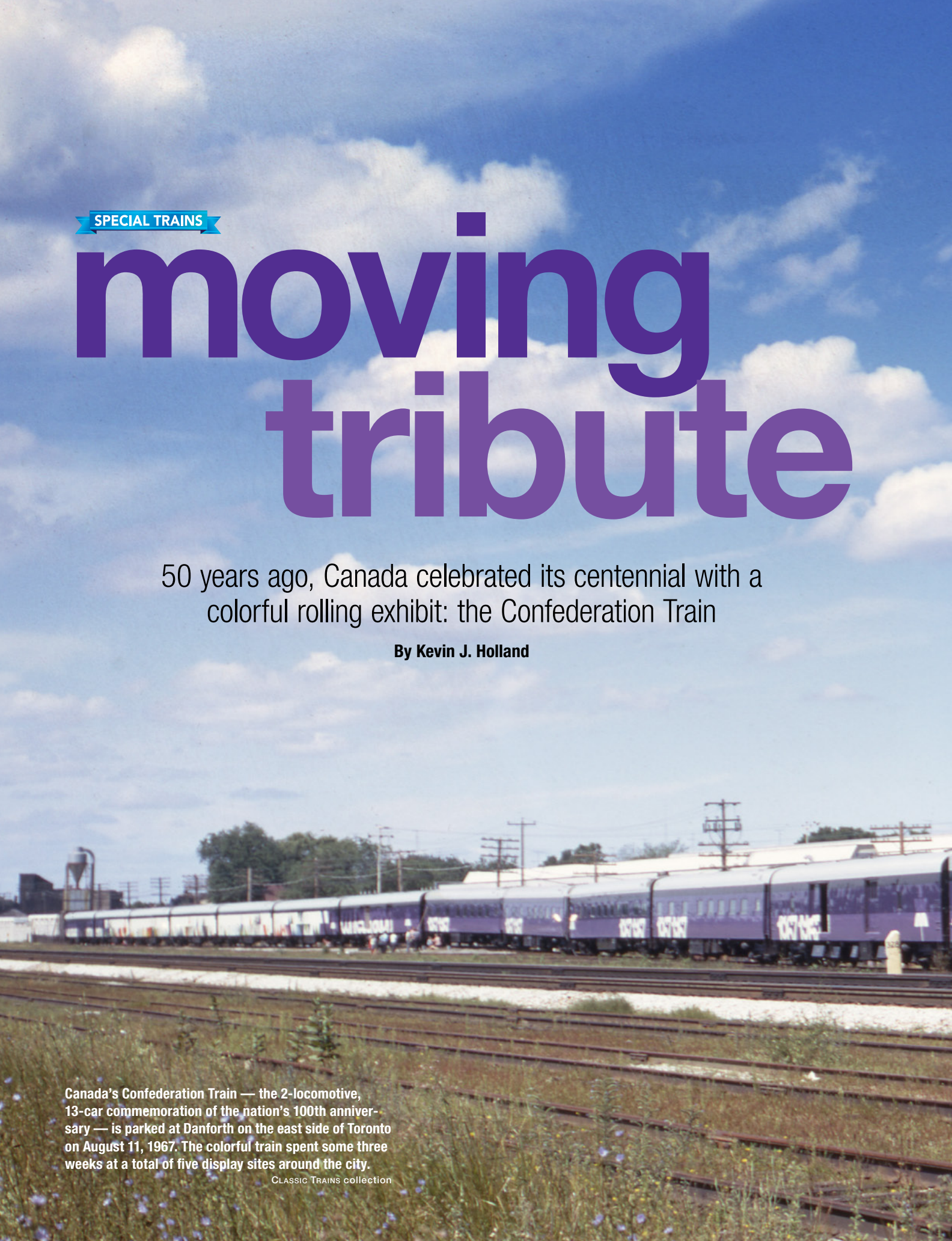
I was able to follow the train down the Sacramento River Canyon and get more nice photos before it entered the valley at Redding, after which a VW van was never going to keep up with it, so it was time for me to highball for home.

The next day I went to see my doctor to get a good wrap and some pain meds for the ankle, which made it easier for me to stand in my makeshift dark-room and process film and make prints. I mailed the prints off in short order to San Francisco. A few weeks later I received an envelope from SP that contained a copy of a nice publication, "This is Southern Pacific," and a letter (right) from Mr. Biaggini.

This now was four decades ago. I've been photographing railroads for over 50 years, and this chase still stands out as one of my most memorable experiences. To this day I cannot understand why the boss of the SP came over to talk to me. I did not speak with anyone else on the train during the trip. Further, my experience with the friendly SP policeman, whose name I, alas, did not write down but who became my personal guide, was amazing. It was truly an unforgettable few days. 



DICK DORN, a retired schoolteacher in Yuba City, Calif., is a veteran rail photographer and writer. His previous articles in CT were on a WP telegrapher, photographer John Illman, and Pacific Lumber Co.



SPECIAL TRAINS

moving tribute

50 years ago, Canada celebrated its centennial with a colorful rolling exhibit: the Confederation Train

By Kevin J. Holland

Canada's Confederation Train — the 2-locomotive, 13-car commemoration of the nation's 100th anniversary — is parked at Danforth on the east side of Toronto on August 11, 1967. The colorful train spent some three weeks at a total of five display sites around the city.

CLASSIC TRAINS collection

Canadian populist historian Pierre Berton called it
“the last good year.”

In his assessment of 1967 — when Canadians celebrated the centennial of their nation’s founding — Berton, writing three decades later, maintained that Canada never again approached the zenith of national pride and self-confidence that marked its 100th birthday year. It was, almost certainly, the most exuberant 12-month period yet experienced by Canadians. With July 1, 2017, marking Canada’s 150th birthday, it’s an opportune time to look back at how Canada’s two transcontinental railways — and Canadian National, in particular — helped marked the big event half a century ago.



On the national and international stage, the year's highlight was Expo 67, the world's fair at Montreal. During its April-to-October run, more than 50 million visitors sampled the fair's uplifting blend of architecture and optimism. The staggering attendance figures — Canada's population at the time was barely 20 million — and pavilions representing 63 nations and 27 organizations cemented Expo 67's reputation as the most successful world's fair of the 20th century.

Canadian National and Canadian Pacific were among the corporate exhibitors, with distinctive pavilions showcasing their stories. Beyond their Expo 67 involvement, both transcontinental railways also brought other high-profile Centennial undertakings — most notably, the federal government's Confederation Train — to fruition. CN and CP had cooperated on joint ventures for previous governments — typically, special trains for visiting royalty and VIPs — but the Confederation Train was their first shared “theme train” experience.

Credit for the Confederation Train's conception goes to Prime Minister John

G. Diefenbaker, whose mercurial personality made him a difficult leader for most Canadians to admire, but whose love for his country was genuine. Diefenbaker understood the railways' role as a unifying force in Canadian history, and in the national psyche. It was the promised construction of the Canadian Pacific Railway, after all, that had enticed British Columbia to join Canada in 1871. On September 18, 1961, when Canada's parliament approved the government's plans for a bureaucracy to develop, coordinate, and administer Centennial events at the national level, the Confederation Train was already being touted as one of Diefenbaker's “pet projects.”

When the Confederation Train opened its exhibit cars to the public for the first time in January 1967, however, it was in a very different form than originally envisioned.

“Mr. Canada” and his team

The National Centennial Administration (soon renamed the Centennial Commission) was the new federal body responsible for creating and implementing Centennial projects at the national level, led by the charismatic John Fisher (known as “Mr. Canada” for his limitless boosterism). At the Commission, the Confederation Train was shepherded by two former Canadian Army officers. Director of Planning Robbins Elliot had been executive assistant to the federal Minister of Public Works in the mid-1950s, and Les Maiden handled Commission dealings with the two railways. Promoting this and other Centennial programs in the public eye was the Commission's Director of Special Projects

(and Public Relations), Peter H. Aykroyd, who went on to become an assistant deputy minister at Transport Canada in the 1970s. If that surname has a familiar ring, you're probably thinking of Peter's son, Dan, who had his own railway connection, working briefly as a CN baggageman before embarking on a career as an actor, writer, and musician.

The Confederation Train project was formally initiated in early 1962 by the Commission “to bring to the people of Canada authentic material relating to Canada's historical background, its varied culture and technical achievements, and, in particular, facts leading to the accomplishment of a Canadian Confederation in 1867.”

On April 17, 1963, Fisher wrote to CN Chairman and President Donald Gordon, officially outlining Confederation Train plans for the first time. Describing “a Train of Memory which has also been referred to as the Confederation Train,” Fisher explained that “such a train could bring to people in every part of the country authentic material relating to Canada's background and the development of Confederation. It could be a very eloquent display on rails of our achievements and as a nation in the fields of culture, industry and historical development.” Fisher closed his missive with a note that he had sent an identical letter to Canadian Pacific President N. R. “Buck” Crump.

A first meeting of Commission officials with CN and CP representatives was held in Ottawa, the nation's capital, on April 26, 1963, to discuss the Confederation Train's feasibility and potential division of responsibilities. Fisher wanted to determine whether the railways were in a position to contribute rolling stock (including vintage cars from CN's Museum Train, or revenue equipment slated for retirement), what the operating costs might be, and asked that each rail-



Peter Vincent, pictured with associate Marguerite Monty, designed the Confederation Train's striking exterior color scheme.

Peter Vincent collection

Confederation Train in concept

Renderings of three of the display cars show British graphic designer Peter Vincent's proposals for the train's exterior. His extensive use of triangles as a design element complemented the Centennial Commission's stylized maple leaf logo, formed of 11 triangles.

Three images, Confederation Centre/LAC



An HO-scale model prepared by Peter Vincent displays his vision for the train. He chose to emphasize purple in the livery because the color was politically neutral in Canada.

Peter Vincent collection

way advise on scheduling and operation. The possibility of having two trains was discussed, one in the East and one in the West, and operating them only in non-winter months, but that scenario was deemed problematic if one-of-a-kind historical artifacts were to be exhibited. Participants also were lukewarm to the idea of including cars representing individual provinces in the Confederation Train, feeling such an arrangement “could lead to a lack of harmony and un-productive competition.”

Summing up the meeting in a memo to CN’s System Vice President, Stan Dingle, Public Relations Department Assistant Director A. T. Kerr said, “I see little to be gained by CN except publicity for whatever contribution we might make to the project.” Kerr foresaw that mechanical, operating and supply problems would be challenging, as would uncertainty over funding.

Sensing that the railways thus far were noncommittal regarding the extent and nature of their potential support, Fisher pressed his case for the Confederation Train, and, in a presentation submitted to the federal Cabinet, expanded on the vision he had laid out for Donald Gordon. “Without some scheme of this kind, many citizens would never have an opportunity of seeing such exhibits, since only a small percentage of the total population is likely to visit Ottawa. The train might include documents of great historical interest; notable pictures and prints; a series of dioramas of outstanding events in Canada’s development; a theatre car . . .”

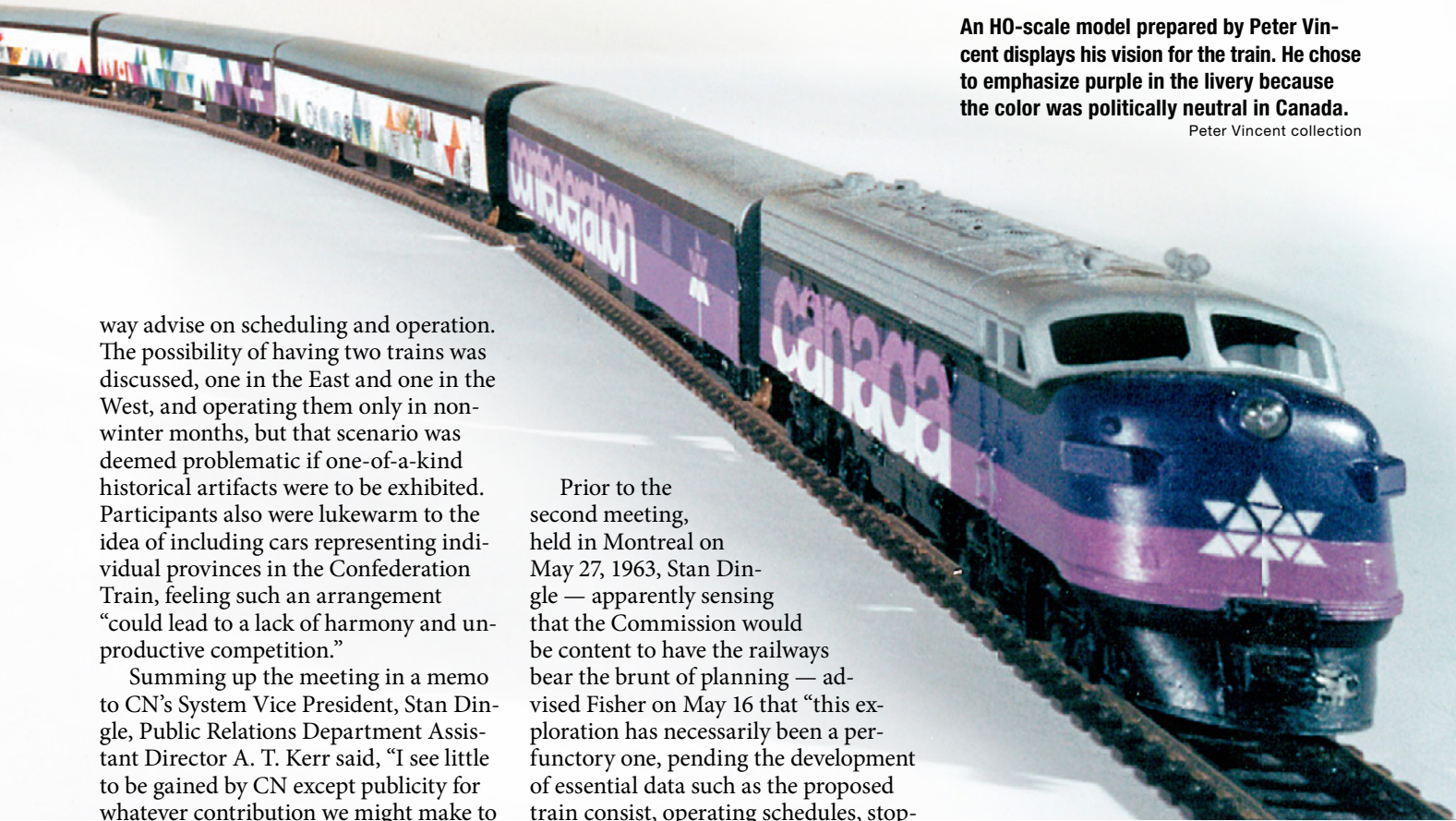
Prior to the second meeting, held in Montreal on May 27, 1963, Stan Dingle — apparently sensing that the Commission would be content to have the railways bear the brunt of planning — advised Fisher on May 16 that “this exploration has necessarily been a perfunctory one, pending the development of essential data such as the proposed train consist, operating schedules, stopovers, etc., but we will be prepared to contribute to the discussion.” The most significant outcome of this meeting was a proposal by Fisher that the Confederation Train be operated for six months in 1966 in Eastern Canada, and for a similar period in Western Canada in 1967. A tentative list of stops was also developed — the first tangible step toward the train’s scheduling and budgeting.

CN and CP get on board

Putting up a common front, the passenger-service managers of both railways — CN’s Eric Beal and CP’s R. D. Matthews — sent a joint letter to Fisher on June 14, 1963, summarizing their progress since the May 27 meeting. Agreeing on operation of the Confederation Train over two summers, they outlined a train of 10 exhibit cars, plus 6 or 7 additional

cars catering to support staff and mechanical requirements. They also provided a first draft of the proposed 1966 itinerary, launching in Toronto on April 1, and returning there to conclude the season on September 30, after a 96-stop circuit through Ontario, Quebec, New Brunswick, Prince Edward Island, and Nova Scotia.

In July 1963, Beal reached back to the logistical parallel of the Freedom Train, an exhibit-filled display train that toured the United States in 1947. Beal provided the Commission’s Robbins Elliot with a copy of the Freedom Train Committee Manual and the operating agreement between the train’s sponsor, the American Heritage Foundation, and the host railroads. Elliot later told Beal the Freedom





The Confederation Train is pictured at Ottawa on January 1, 1967, the date of its official launch. Two days later it left the nation's capital for Victoria, B.C., its first display stop.

Bill Linley

Train material had been "most useful."

By October 1963, the two-year plan had been dropped in favor of a single cross-Canada itinerary commencing in Sydney, N.S., on May 1, 1967, with a schedule calculated to place the train in Ottawa during the nation's official birthday on July 1. This change meant that the number of communities visited in the earlier split itineraries had to be reduced from nearly 200 to just 48 for a 1967-only schedule, concentrated at CN and CP mainline points. In order to extend the experience to places not on the Confederation Train's revised route, or not at all served by a railway line, the Commission also developed plans for a series of eight highway Caravans, each with exhibits housed in eight semi-trailers to be marshaled into clusters at exhibition sites.

With the train's itinerary taking shape, the Commission and both railways turned their attention to rolling stock. On

November 4, 1963, CN's Eric Beal confirmed with Les Maiden that the Confederation Train would comprise 15 cars: 1 steam-generating car, 1 battery-charging car, 1 baggage car, 10 exhibition cars, 1 meal-service car, and 1 sleeping car.

Sourcing had yet to be determined, but two possibilities were discussed by Beal and Maiden. The first envisaged the use of obsolete CN heavyweight cars, with ice-activated air conditioning, that would be rehabilitated for the Confederation Train. Ten coaches in CN's 5230-5254 series would be converted for exhibit use, while a 10-section 2-drawing room sleeper and a diner or café-parlor would serve as staff cars. CN pegged its conversion and pre-tour storage costs for these cars at \$625,000, to maintain them for safe operation. The second option called for the Commission's purchase of 10 brand-new air-conditioned car shells, at a unit cost of roughly \$150,000 from either National Steel Car or Canadian Car & Foundry, for subsequent outfitting as exhibit cars. Staff cars would still be refurbished CN heavyweights, separated from the exhibit cars at display sites.

A third option was considered, briefly, when 10 Norfolk & Western lightweight sleepers were evaluated for conversion to exhibit cars in September 1963. The Commission's Elliot was interested, but the cars were withdrawn from sale by N&W. A month later, on October 23, 1963, CN's Stan Dingle was advised by New York Central Vice President John Nash that NYC had ten 14-year-old Pullman-Standard *River*-series 10-roomette

6-double bedroom sleeping cars available for sale at \$20,000 apiece. The price was right, but optics intervened, with the Commission now reluctant to purchase Confederation Train equipment in the United States. Knowing a bargain when he saw one, CN's Beal dispatched a representative to inspect the NYC cars, which the road promptly purchased and refurbished as its new *River* series.

By November 14, 1963, CN's Purchasing Department was fine-tuning specifications for the 10 exhibit car shells to be ordered on behalf of the Commission, which were to have air conditioning, plywood interior walls, finished ceilings, an electrical system adequate for exhibit lighting, and smooth, windowless sides.

The first detailed Confederation Train itinerary, outlining a Sydney, N.S., to Vancouver, B.C., tour between May 1 and November 10, 1967, and specifying mileages, host railways, and parking arrangements, was circulated on November 8, 1963. CN's Beal and CP's Matthews honed the itinerary from the stopping points identified by the Commission, and it was up to the railways to recommend exhibit sites in each community. They also sought to equalize mileage over both railways.

Steam or diesel?

On February 5, 1964, Robbins Elliott dropped a bombshell when he asked Eric Beal to advise on the cost and feasibility of running the Confederation Train behind steam, employing a consist of heavyweight cars. This prompted Pierre



The Freedom Train, which toured the U.S. with historical exhibits in 1947, served as a logistical template for Canada's 1967 train.

Robert Milner



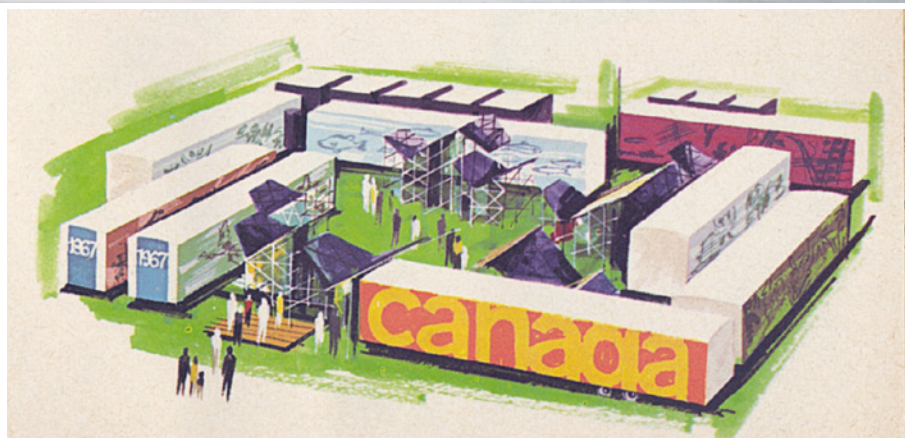
The train's one-year schedule limited the number of locations it could visit. To extend the celebration's reach, eight groups of display-filled trailers plied Canada's highways. More people toured the trucks than the train.

Above, Peter Vincent coll.; right, Kevin J. Holland coll.

Delagrave, CN's staunchly modernist V.P. of Passenger Sales and Services, to immediately write to John Fisher to combat the notion. A summit was held at CN's Montreal headquarters on February 21, 1964, with representatives from both railways' motive power, rolling stock, transportation, and passenger departments, along with Elliot and Maiden from the Commission, in attendance.

While saying that "it might be possible to go to steam operation," CN's Beal underscored the difficulty and expense of staging fuel, water and other steam-related essentials at 125-mile intervals on both railways, attaching an approximate cost of \$1.75 million beyond what the previously discussed diesel operation would require. For their part, CP's representatives were noncommittal about running steam over their lines, but ruled out the possibility entirely for their Esquimalt & Nanaimo subsidiary on Vancouver Island. The railway officials present concluded that, while one large steam locomotive could handle the train, a total of three, and possibly four, engines would be required as primary and standby power for the duration of the tour.

There was more. The Commission representatives at the February 21 meeting announced that plans to exhibit unique historical documents and artifacts aboard the train had been dropped; that fewer exhibit cars (only 5 or 6, rather than 10) would therefore be needed; and that the train would now run west to east, commencing in Victoria, B.C., in late February 1967 and concluding in Sydney, N.S., in mid-November. Details of train staffing were discussed for the first time, with the Commission identifying 22 onboard positions, from Train Manager and Exhibition Manager to Photographer, Electrician, and Sign



Painter, plus five members of the Royal Canadian Mounted Police.

To Delagrave's relief, the question of operating the train with steam was put to rest on March 5, 1964, when Beal and Matthews sent a joint letter to the Commission's Elliot. After revisiting the potential pitfalls — high cost, potential delays from fueling, and negative publicity arising from engine failures and schedule disruptions — they concluded that "it would be inadvisable to attempt the use of steam power for a special train that is to be operated from coast to coast, involving both the Canadian Pacific and Canadian National Railways."

Dollars and cents

Meanwhile, by February 28, 1964, the Confederation Train's itinerary had evolved to near-final

Presented in French and English, the itinerary page from official Centennial booklet lists 83 display stops. Some larger population centers warranted multiple stops.

Kevin J. Holland coll.

ITINÉRAIRE DU TRAIN DE LA CONFÉDÉRATION EN 1967 ITINERARY OF THE CONFEDERATION TRAIN, 1967		
COLOMBIE BRITANNIQUE BRITISH COLUMBIA		
9-16 janv./Jan.	Victoria	
17-19 janv./Jan.	Nanaimo	
21-26 janv./Jan.	Vancouver (C.N. Gare/Station)	
27 janv./Jan.	Vancouver (C.N. Gare/Station)	
1 fév./Feb.	Chilliwack	
2-3 fév./Feb.	Kamloops	
4-6 fév./Feb.	Kelowna	
7-8 fév./Feb.	Castlegar	
10-11 fév./Feb.	Cranbrook	
12-13 fév./Feb.	Prince-Rupert	
16-17 fév./Feb.	Prince George	
18-21 fév./Feb.		
ALBERTA		
22 fév./Feb.	Jasper	
23 fév./Feb.	Edmonton (C.N. Gare/Station)	
1 mars/Mar.	Edmonton	
2-6 mars/Mar.	Red Deer	
7-8 mars/Mar.	Calgary Central	
9-14 mars/Mar.	Calgary Victoria	
15-18 mars/Mar.	Park Lethbridge Medicine Hat	
19-22 mars/Mar.	Swift Current	
23-25 mars/Mar.	Moose Jaw	
SASKATCHEWAN		
27-28 mars/Mar.	Saskatoon	
29-31 mars/Mar.	North Battleford	
1-7 avril/April	Prince Albert	
8-9 avril/April	Regina	
10-13 avril/April		
14-21 avril/April		
MANITOBA		
22-25 avril/April	Brandon	
26 avril/April	Neepawa	
27-28 avril/April	Dauphin	
29 avril/April	Portage-la-Prairie	
1 mai/May	Winnipeg (C.N. Gare/Station)	
2-6 mai/May	Winnipeg Saint James St. Boniface	
7-10 mai/May		
11-13 mai/May		
ONTARIO		
14-16 mai/May	Kenora	
18-20 mai/May	Fort William	
21-24 mai/May	Port Arthur	
26-29 mai/May	Sault Ste. Marie	
30 mai/May	Sudbury	
3 juin/June		
4-6 juin/June	North Bay	
8-15 juin/June	London	
16-23 juin/June	Windsor	
24-27 juin/June	Kitchener	
1-6 juillet/July	Ottawa Alta Vista	
7-12 juillet/July	Ottawa (Gare de l'Ouest) (Western Station)	
13-17 juillet/July		
18-25 juillet/July		
26-28 juillet/July		
29 juillet/July		
3-6 août/Aug.		
7-11 août/Aug.		
12-16 août/Aug.		
17-21 août/Aug.		
22-25 août/Aug.		
26-30 août/Aug.		
31 août/Aug. & 1 sep./Sept.		
2 & 3 sep./Sept.		
4-6 sep./Sept.		
7 & 8 sep./Sept.		
9-11 sep./Sept.		
12-14 sep./Sept.		
15-19 sep./Sept.		
20-23 sep./Sept.		
24-28 sep./Sept.		
29 & 30 sep./Sept.		
QUÉBEC/QUEBEC		
13-17 juillet/July	Peterborough	
18-25 juillet/July	Hamilton	
26-28 juillet/July	Niagara Falls	
29 juillet/July	Toronto CNE	
3-6 août/Aug.	Toronto Downsview	
7-11 août/Aug.	Toronto Danforth	
12-16 août/Aug.	Toronto Leaside	
17-21 août/Aug.	Toronto John St.	
22-25 août/Aug.	Kingston	
26-30 août/Aug.		
31 août/Aug. & 1 sep./Sept.	Montréal Dorval	
2 & 3 sep./Sept.	Montréal-Ouest /West	
4-6 sep./Sept.	Westmount	
7 & 8 sep./Sept.	Côte Vertu	
9-11 sep./Sept.	Montréal (Av. du Parc) (Park Ave.)	
12-14 sep./Sept.	Papineau	
15-19 sep./Sept.	Montréal-Est/East	
20-23 sep./Sept.	Trois-Rivières	
24-28 sep./Sept.	Chicoutimi	
29 & 30 sep./Sept.	Québec (Gare du Palais) (Palais Station)	
	Québec (Anse-au-Foulon) (Wolfe Cove)	
NOUVEAU-ÉCOSSE/NOVA SCOTIA		
2-4 oct./Oct.	Truro	
5-7 oct./Oct.	Sydney	
8-13 oct./Oct.	Halifax	
14-15 oct./Oct.	Yarmouth	
16-17 oct./Oct.	Kentville	
18-19 oct./Oct.	Amherst	
20-23 oct./Oct.	Charlottetown	
24 oct./Oct.	Summerside	
NOUVEAU-BRUNSWICK NEW BRUNSWICK		
26-29 oct./Oct.	Moncton	
30 oct./Oct.	Saint John	
3 nov./Nov.		
4-6 nov./Nov.	Fredericton	
7 nov./Nov.	Chatham	
8-9 nov./Nov.	Campbellton	
QUÉBEC/QUEBEC		
10-11 nov./Nov.	Rimouski	
13-15 nov./Nov.	Thetford Mines	
16-19 nov./Nov.	Sherbrooke	
20-23 nov./Nov.	St-Jean	
24-27 nov./Nov.	Montréal Lachine	
28-29 nov./Nov.	Montréal (Gare centrale) (Central Station)	
30 nov./Nov. & 5 déc./Dec.	Montréal (Gare Windsor) (Windsor Station)	

Two of the three CP sleeping cars for the train's staff are on house steam at Ottawa in December 1966, days before the tour began.

Bill Linley



form. Planning was sufficiently advanced by April 2 for Beal and Matthews to issue the railways' joint quotation of \$315,000 for equipping and operating the train, exclusive of new exhibit cars, preparing display sites, and providing on-board meals for the 22 Commission staff. The quote was based on the train being pulled "by a CN or CP locomotive in its normal livery according to the line over which it was running." If, as eventually transpired, the Commission wanted custom-painted diesels dedicated to the train through its entire run, the price increased by \$165,000. CN appears to have earmarked a 22-roomette sleeper to accommodate Commission staff, but the quote suggested a second sleeper, for an extra \$22,000, to give staff some breathing room "for a trip of the distance and duration proposed."

By the end of April, Beal reported to Stan Dingle at a strategy meeting that "the Confederation Train program is going ahead. The money for buying and preparing the equipment and actual

movement . . . is committed."

Money was indeed committed, but that did not stop the government from trying to get the railways to foot the bill. On April 24, 1964, Minister of Transport Jack Pickersgill received a letter from his Cabinet colleague, Secretary of State Maurice Lamontagne, tallying the government's anticipated expenditure of \$1.4 million for Confederation Train equipment (including the six new exhibit cars) and operation. "In view of the fact that Cabinet has approved the Confederation Train project," Lamontagne wrote, "it is hoped that the Senior Management of [CN and CP] will wish to be given an opportunity of contributing to the success of this project." As it turned out, they did not.

Pickersgill apprised CN's Donald Gordon of the situation, and on May 11 Gordon and his CP counterpart, Buck Crump, took the extraordinary step of sending a joint letter, over both of their signatures, advising the Minister that the railways' quotation was "based on the as-

sumption that the cost would be defrayed by the Government. We assume there is no thought that the railways might be treated differently from others in this regard."

Lamontagne and the Commission then began to pressure CN and CP to agree to purchase the six exhibit cars after the tour. Those in charge of CN's purse strings were reluctant to pay top dollar — or even 50 cents on the dollar, as Beal had advised Maiden in January 1964 — for windowless two-year-old cars that it would have to rebuild for revenue service. At the time, CN was adept at bargain-hunting for secondhand passenger cars in need of minimal refreshing. For its part, CP was working hard to get out of the passenger train business, period, and had no interest in additional cars at any price. This led to a bit of collusion at the end of July between the two railways' senior officers, who wanted to present a united front to the Commission, but not too obviously so, in declining to make a commitment to buy the cars, and

Confederation Train in steel

Photographed at Ottawa shortly after the tour ended, the cars still look fresh after a year on the road. Resource-extraction, forestry, and the sea were among the themes represented in designer Vincent's distinctive graphics.

Four photos, Bill Linley



Confederation Train consist

FP9 1867 (CP 1411)
FP9 1967 (CN 6509)
Steam generator car 15463 (CN)
Baggage car (CP 4224)
Sleeper, 10-rmte 5-bdrm (CP <i>Oak Grove</i>)
Dining car (CN 1303)
Sleeper, 10-rmte 5-bdrm (CP <i>Ash Grove</i>)
Sleeper, 10-rmte 5-bdrm (CP <i>Fir Grove</i>)
Battery charging/generator car (CP 4731)
Exhibit car (ex-CP 2236)
Exhibit car (ex-CP 2240)
Exhibit car (ex-CP 2258)
Exhibit car (ex-CP 2266)
Exhibit car (ex-CP 2285)
Exhibit car (ex-CP 2298)



Officials inspect a group of photos of notable Canadians displayed inside one of the Confederation Train's six exhibit cars. At lower right is a portrait of populist historian Pierre Berton.

City of Thunder Bay Archives

to resist the Commission's desire for ordering and inspection of the new car shells to be handled by the railways.

As events transpired, the cars were never built. The railways' disinterest in overseeing their construction and acquiring them after the tour triggered the Commission's decision to acquire six surplus 2200-series coaches offered by CP for conversion to exhibit cars.

With contractual wrangling on the wane, all that remained was turning the Commission's vision into reality.

A striking image

The Confederation Train employed an eye-catching exterior livery of purple, gray, and black, developed over an 18-month period in 1965 and 1966 by 23-year-old British graphic designer Peter Vincent. "I was approached by the Canadian government in London after being recommended to them by a fellow designer who had gone to Canada to work on Expo 67," Vincent recalls. "I was offered a position as a designer with the

Canadian Government Exhibition Commission to work specifically on the Confederation Train and Caravan project alongside John Arnold, a Canadian designer. Together we developed our ideas, me concentrating, after much historical research, on the Confederation Train exterior graphics plus the external exhibition structures for both the train and caravans."

Triangles were a recurring element of Vincent's exterior graphics, and were a complement to the Centennial Commission's stylized maple leaf logo, designed by Toronto artist Stuart Ash.

Working within the Commission's visual identity guidelines (also produced by Ash, in conjunction with design firms Cooper & Beatty and Paul Arthur & Associates) and the preliminary exhibit storyline, Vincent recalls that "the design requirement for my particular role, exterior only, was very simple: to design a train distinctly different from any other" and that "it had to be exciting and festive."

Vincent's general scheme was accepted by the Centennial Commission with minimal alteration, leaving him to refine the design and produce an HO-scale presentation model. "The only point of criticism, a political one," he recalls, after Canada's new maple-leaf flag replaced the British Red Ensign in February 1965, "was whether to leave or take out the Union Jack as a symbol of the Commonwealth on coach No. 10 — it was decided to omit it."

Regarding his distinctive color scheme, Vincent says he "chose purple as it had no political connections, is a powerful color and regal to boot. My most memorable experience was seeing the completed train and enjoying the link of my semi-abstract graphics to the interior exhibition story, and the very enthusiastic queue of visitors enjoying the spectacle."

CN's parallel plans

Even before the Confederation Train had gone beyond the idea stage, CN headquarters staff in Montreal was discussing





On August 24, 1967, during the train's stop at Kingston, Ont., FP9 1867 (CP 1411) shows off its special fireman's-side air horns that sounded the first four notes of "O Canada."

Bill Linley



Two pages in the official Centennial booklet featured depictions of the train, trucks, and symbols of Canada on a map of the nation. Nearly 10 million people toured the train and trucks.

Kevin J. Holland collection

the possibility of parallel projects, independent of the government's Centennial planners, that could generate more direct publicity and traffic benefits to CN. The earliest of these ideas, floated by Public Relations staff in June 1962, involved a resuscitation of CN's Museum Train, which toured the system in the early 1950s but had been in storage for several years. The idea was amended in October 1962 as a hybrid CN exhibition train, with a forward section of streamlined cars housing "This is CNR Now" exhibits,

and antique equipment from the revived Museum Train bringing up the rear in counterpoint. The cost of returning one or both of the Museum Train's steam locomotives to service was assessed in 1962 and again in '64 — even to the extent of "faking" ex-Grand Trunk 4-4-0 No. 40 (built in 1872) with a hidden internal-combustion engine — but the costs were too high for serious consideration.

In October 1964, CN management contemplated several theme-train concepts proposed by the railway's Passen-

ger Sales and Public Relations departments. The lure of steam was hard to resist in some quarters, with proposals for the restoration and operation of one or two relatively modern locomotives with distinct Canadian National pedigrees: K-5-a Hudson No. 5700 and streamlined U-4-a Northern No. 6400. As with the Museum Train evaluation, however, available funds were allocated elsewhere and neither preserved engine was reactivated.

On June 2, 1964, Public Relations proposed to the railway's regional managers that groups of exhibit cars be developed as an in-house Centennial project. "The idea would be to convert baggage or passenger cars for display purposes to house a corporate exhibit on CN — past, present and a look into the future." Pre-empting the question of duplicated effort, the proposal ventured that "a group of exhibit cars has certain advantages over one train (aside from the fact it would be competing with the Government's Confederation train). For example, they could be used in various parts of the country at the same time."

An August 1964 refinement of this proposal would have seen CN acquire the State of Montana's five-car Centennial Train after the conclusion of its 1964-65 statewide tour and display at the New York World's Fair, and convert it into a Canada-wide travelling exhibit incorpo-

rating a mix of old and new CN equipment, including steam power. (Montana had acquired the train of modified heavyweight baggage cars in 1962 from the State of West Virginia, where it had also served as a roving centennial exhibit.) CN's p.r. staff even contemplated acquiring a pair of new passenger-car shells for display-train use, or converting two existing lightweight coaches.

Regardless of the equipment to be used, this idea was rejected at an October 29, 1964, meeting of passenger and p.r. officers. CN's Passenger Sales & Services Department, headed by the inventive but temperamental Pierre Delagrave, was concerned that such a CN exhibit train — especially steam-powered — would portray rail passenger travel as out of date. "I think we should avoid any exhibit display or operation in connection with the Centenary or Expo 67 that in any way indicates railroad passenger travel is a thing of yesteryear," he wrote to Stan Dingle in November 1964. "The steam era of railroading may have kept its aura of magic for old-time railroaders and collectors but this does not apply to today's traveler. For him, the image of railroad travel must be new, modern, exciting. Let us keep our sights on the future."

Indeed, within months Delagrave, with support from Research Director O. M. Solandt, would sell CN President Donald Gordon and Executive V.P. Norman MacMillan on the vision of a futuristic new CN passenger train intended to debut during 1967 as a Centennial tie-in. Delagrave's "brand-new unitized train . . . the last word in comfort, in amenities, in convenience" entered service in December 1968 as the ill-starred Turbo, more than a year after Expo 67 closed and three years after Delagrave had abruptly departed CN and the railway industry. Better late than never, it was the only one of CN's wide-ranging in-house proposals for special Centennial-related trains to enter service.

Mission accomplished

Launched in Ottawa on January 1, 1967, by Pauline Vanier, wife of Governor General Georges Vanier, the Confederation Train — its doors symbolically sealed and locked — departed for British Columbia on January 3, moving via CN to Winnipeg as the second section of the *Panorama* and then over CP to Vancouver. The six exhibit cars, steam-generator car, and battery-charging car were ferried alone to Vancouver Island aboard CP's *Princess of Vancouver* to commence



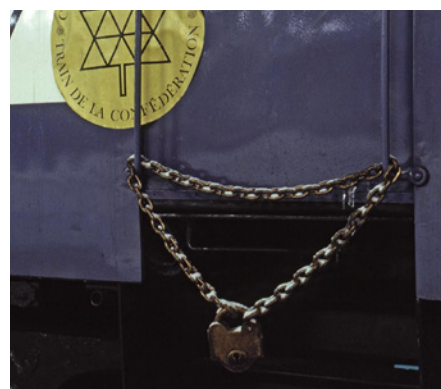
A switching move at Ottawa on January 1, 1967, reveals the rarely seen purple-and-white maple leaf on the nose of FP9 1967 (CN 6509), which was usually the trailing unit.

Bill Linley

public display at Victoria on January 9. There, Secretary of State Judy LaMarsh invited Canadians to enjoy the train's "imaginatively designed confines" and experience "a graphic summary not only of the first hundred years of Confederation but indeed of the years, yes centuries, which came before our union."

As capacity crowds made their way forward from the rear exhibit car, they encountered animated dioramas, audiovisual presentations, and bold graphics that reflected emerging trends in exhibit design first seen on a grand scale at the 1964 New York World's Fair. The path through the train was chronological, beginning with early aboriginal cultures in the first exhibit car. Next was the story of exploration and settlement by Europeans and, in the third and fourth cars, the decades immediately before and after Confederation. Car 5 dealt with the first half of the 20th century, and the last car brought visitors up to date with Canada's progress since the end of World War II.

After visiting the Maritime Provinces (where its heavy diesels stayed on the mainland during the Prince Edward Island leg), the train ended its 83-stop public tour by doubling back to Montreal (its second call there) on December 5. In the intervening 11 months, it had been open to the public for 316 days. Some 2.7 million people visited the train, and 7 million more toured the eight Confederation Caravans at their 655 display sites. Together, the two programs had cost the government almost \$48 million, by far the largest slice of the Centennial Commission budget.



On departure from Ottawa, the train's doors were symbolically sealed and locked for the deadhead trip west to the first display date.

James A. Brown

With the tour complete, the Confederation Train's equipment was returned to its owners. Of the train's myriad details, one fondly recalled is the secondary air horn carried by FP9 No. 1867, created by Vancouver engineer Robert Swanson to sound the first four notes of the national anthem, "O Canada." Although regulators ruled at the last minute against its use as a grade-crossing warning, it was heard throughout the train's journey.

Just over a decade after the Confederation Train rolled its last miles, the National Museums of Canada revisited the theme-train concept with the Discovery Train, which toured Canada in 1978–79 using equipment repurposed from the American Freedom Train of 1975–76. Times had changed, though, and — proving Pierre Berton right, perhaps — the Centennial magic wasn't there. ■

KEVIN J. HOLLAND is a writer, editor, and publications designer living in Burlington, Ontario. This is his 13th byline in a CLASSIC TRAINS publication.



Troop train: U.S. Navy trainees stream off an all-heavyweight Pullman special at San Diego for their two-week summer session in 1952. Their train has come down from Los Angeles and is unloading at the Santa Fe station. Troop movements by rail peaked during World War II, when 2,400 boxcar-like sleepers supplemented standard Pullmans.

U.S. Navy





Ski train: Passengers from a ski special have disembarked to stake flags, apparently for a cross-country course or a competition. The Milwaukee Road train is comprised of a baggage car (with food preparation facilities), eight coaches, an official's car, and a caboose, but the location, date, and origin of the train are unknown. The Chicago-based Milwaukee ran ski specials to Michigan's Upper Peninsula into the 1960s, and owned a ski resort at Hyak, Wash., during 1937–51.

Milwaukee Road



Racetrack special: Pennsy K4 1653 and a sister in the distance wait patiently outside Atlantic City Race Track at Mays Landing, N.J., in 1949. They have brought fans to the three-year-old track over a 2.8-mile Pennsylvania-Reading Seashore Lines spur. In the heyday of horse racing and train travel, such moves were routine in many cities.

James G. La Vake



“Kiddie Special”: Louisville & Nashville was among many roads that ran short-turn extras to give schoolchildren a taste of rail travel. This 18-car train, loading next to Louisville Union Station in 1961 for a 2-hour trip to Lebanon Junction, Ky., carried 12,000 grade-schoolers over 10 days. Each May, Kentucky Derby specials crowded this area.

L&N: C. Norman Beasley





Shrine special: Former Wabash E8 3815 and ex-Nickel Plate GP9s 2480 and 2481 accelerate away from a brief stop in Taylorville, Ill., on Friday, July 12, 1968, as the Norfolk & Western returns central Illinois and St. Louis Shriners home from their big annual convention in Chicago. Bringing up the rear is N&W business car 104, and indeed the 15 cars mostly are from the N&W family. The mid-train baggage car likely is outfitted as a bar car. Could the two Santa Fe express boxcars behind the Geeps be carrying the Shriners' trademark tiny automobiles?

Two photos, J. David Ingles







Movie promotion special (preceding pages):

When Warner Bros. chose to premiere its 1939 movie *Dodge City* in the Kansas town of the same name, the studio went all-out. Specials brought throngs of celebrities and fans in from the East Coast, Midwest, Texas, and California; the big train from Los Angeles, carrying stars Errol Flynn and Olivia De Havilland, was escorted into town by 50 private airplanes. Some 100,000 people were expected in the city of 8,500 for the April 1 festivities, which included a 4-mile parade, rodeo, beauty contest, stagecoach races, and the film's debut screening. This scene at the Santa Fe station captures some of the excitement.

John B. Corns collection

Mainline steam excursion: Several Class I roads, notably Burlington, Union Pacific, Reading, Grand Trunk Western, and Southern, maintained steam excursion programs in the late 1950s and '60s. Sometimes the consists included gondola cars fitted with seats and open ends so riders could access the rest of the train. Here we look forward from a gondola to Burlington 4-8-4 No. 5632 on a "mixed train" excursion from Chicago to Oregon, Ill., as the special approaches Eola Yard to pick up some revenue freight cars on June 24, 1961.

J. David Ingles







Wire train: Orange-and-green New Haven Alco S1 switcher 0971 idles beneath a group of transformers on a catenary bridge near Oak Point Yard in the Bronx in 1952. This train, based at New Rochelle, N.Y., and another out of Bridgeport, Conn., patrolled the New Haven's 531 miles of electrified track each day, performing maintenance and repairs on the 11,000-volt A.C. overhead system.

Bruce Owen Nett



Weed sprayer: Near Palo Alto, Calif., in about 1951, a Southern Pacific 2-8-0 slowly pushes a D. T. Cox Co. weed-control train down the north end of the San Francisco-Los Angeles Coast Line. Controls in the old Harriman coach at the head of the train regulate the flow and direction of the chemicals drawn from the tank cars. Per SP rules at the time, both the coach and Consolidation carry train-indicator boxes displaying the locomotive number preceded by an "X," denoting an extra train.

Reginald McGovern

Plow extra: Among the most spectacular of special trains is the rotary-snowplow extra. Most famously employed on Southern Pacific's line over Donner Pass in the Sierras, rotaries saw use wherever heavy snow was common. In this view on the Chicago & North Western, Mikado 2302 makes progress pushing a rotary near Belgium, Wis., on February 6, 1936.

Allison-Lighthall for C&NW





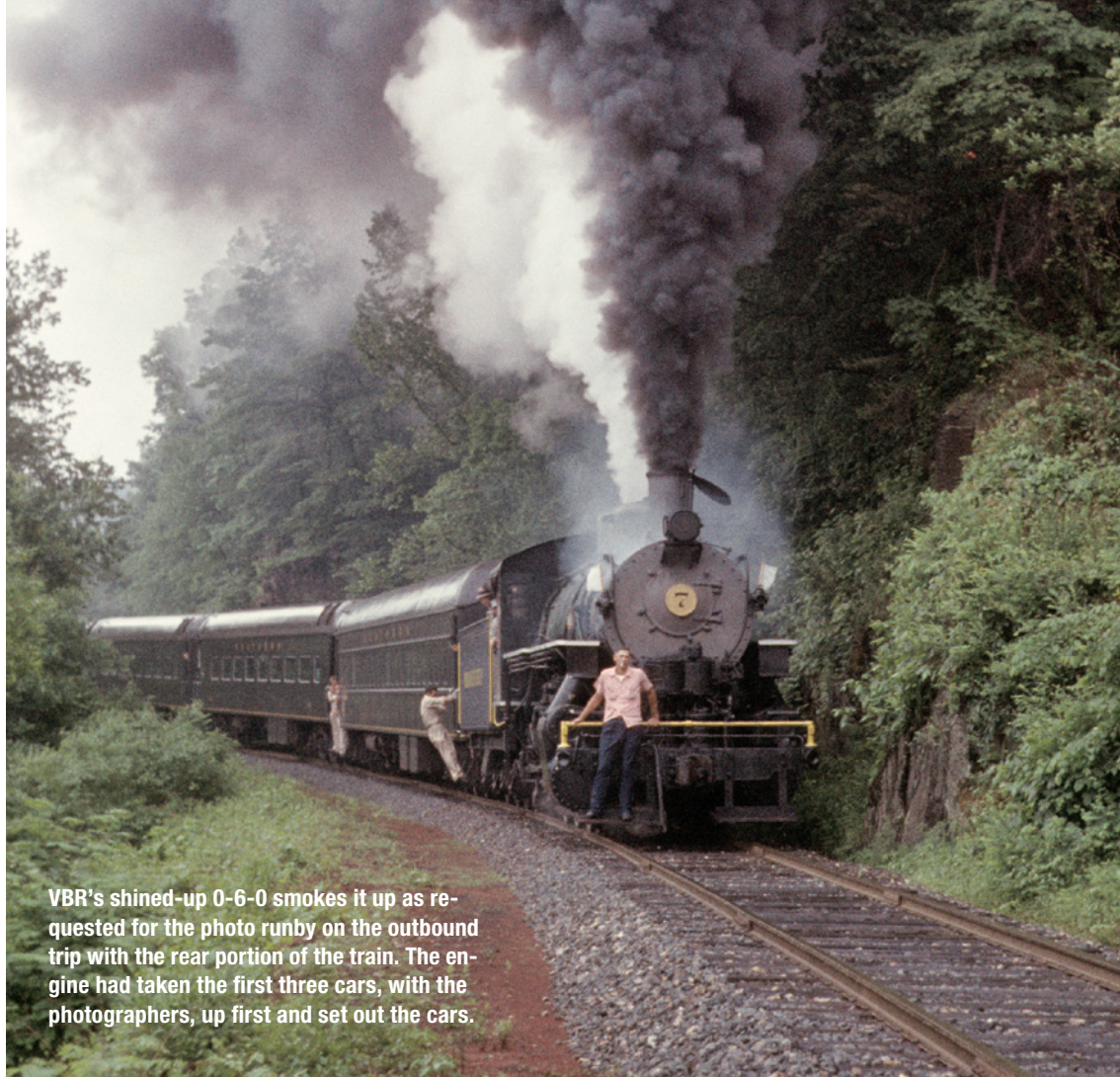
SPECIAL TRAINS

THE MAKING OF A SHORTLINE STEAM SPECIAL

How the Washington, D.C., NRHS chapter organized a Virginia Blue Ridge fantrip in 1957

By Alan Maples • Photos by Ara Mesrobian

Passengers from the NRHS excursion of May 19, 1957, line up for lunch at Piney River as O-6-0 No. 7 shuffles cars to return to Tye River.



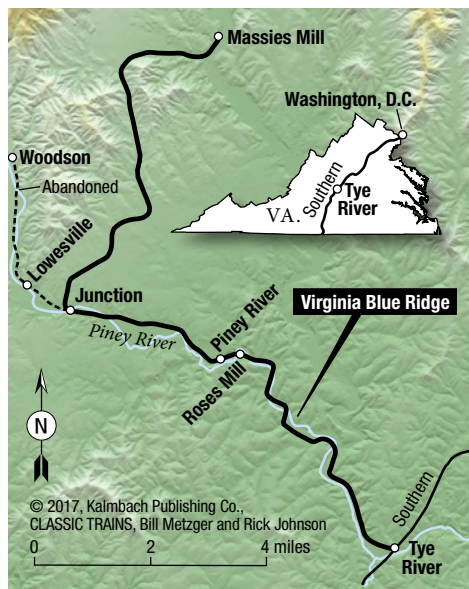
VBR's shined-up O-6-0 smokes it up as requested for the photo runby on the outbound trip with the rear portion of the train. The engine had taken the first three cars, with the photographers, up first and set out the cars.

IN MAY 1957 the Washington, D.C., Chapter of the National Railway Historical Society sponsored a fantrip to the Virginia Blue Ridge Railway, a sleepy little line whose principal attraction was its continued use of steam power. Excursions had long been a part of passenger railroading, and in the 1950s railroads still happily indulged group sales and specials. Chapter member Henry S. Libby, a transplanted New Englander, had urged the club to organize some trips, starting with a successful outing on the Baltimore & Ohio in 1951. Soon the chapter was organizing many specials, sponsoring 56 train rides over the next 20 years. In a publication honoring those first two decades, member Carrel I. Tod wrote "... there are few tracks within 200 miles of Washington that the Chapter has not covered — and those not for a lack of trying."

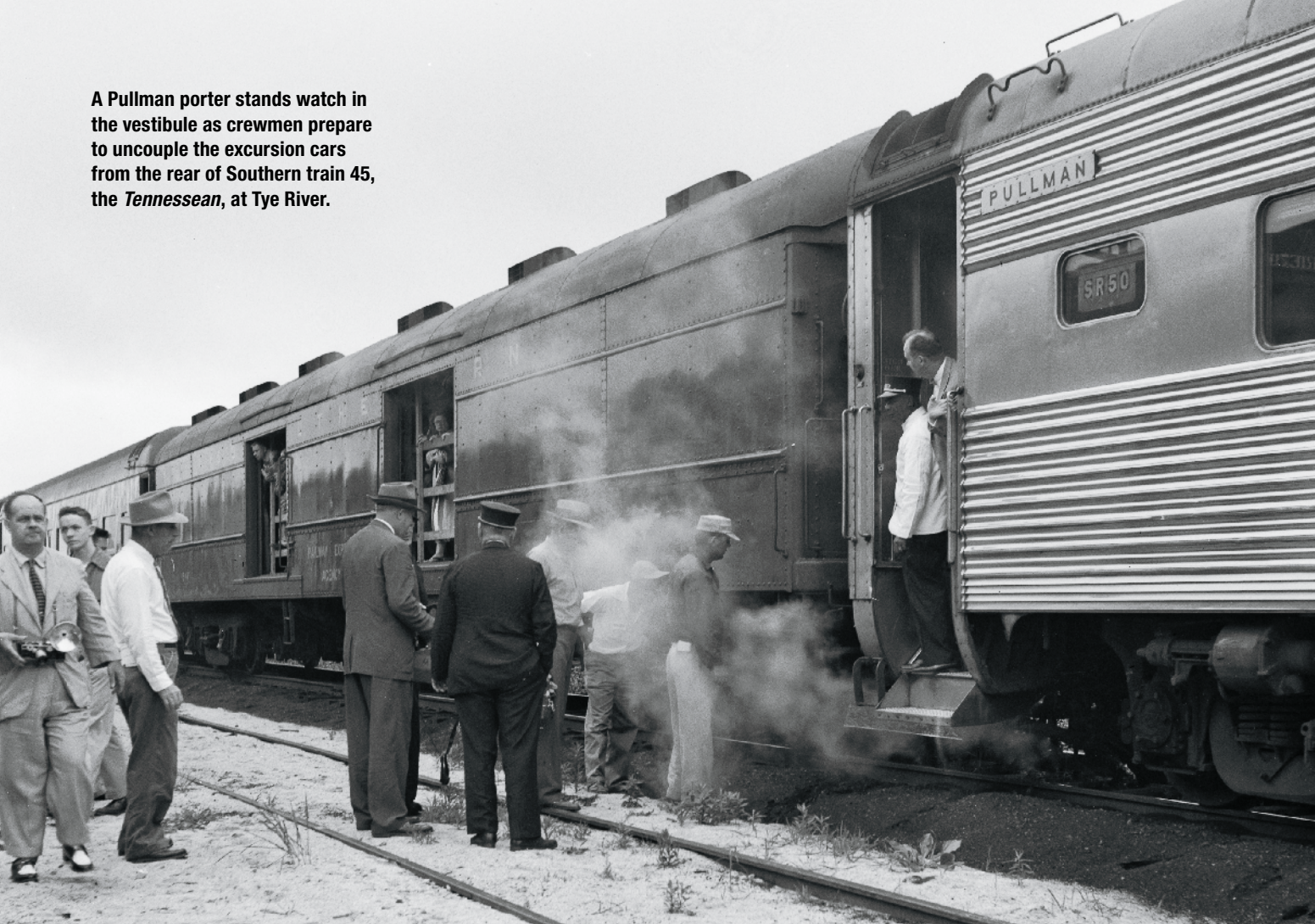
On the lookout for inventive itineraries, the chapter's trip committee soon discovered Piney River, Va., about three hours south of Washington and home to the Virginia Blue Ridge Railway. Barely a speck on the map, Piney River offered proximity, a friendly railroad, steam locomotives, and a fresh

destination. What did it take to organize such a venture in 1957? A dusty correspondence file and photographer Ara Mesrobian's images provide a look back at that era.

The chapter proposed the trip in 1955 and contacted Claude Hunt, Southern Railway's assistant passenger traffic manager in Washington. As it happened, the little VBR, which connected with the Southern at Tye River, Va., was also headquartered in Washington, so Hunt made a personal call on John W. Powell, VBR president. Powell relayed the details of that meeting in a letter to T. A. Fry, VBR's vice president in Piney River, noting, "These people, Mr. Hunt informs me, are camera enthusiasts who like the old-line railroads and so not like the improvements of the gas engine. The truth is that we run by steam makes them want to go over our line as they cling pretty close to that type of service. I was very frank with Mr. Hunt — told him I did not know of any place quieter than Piney River on a Sunday. His reply was it would not be quiet long after they reached there. Of the minimum 400 passengers, about half would be women and children."



A Pullman porter stands watch in the vestibule as crewmen prepare to uncouple the excursion cars from the rear of Southern train 45, the *Tennessean*, at Tye River.



Powell went on to mention that VBR would furnish only motive power and crew since Southern's coaches would be used. He suggested the short line charge a fare of 50 cents, assuming that would be profitable since "we would operate our engine 36 miles for 50 cents and the Southern would operate theirs 300 miles for \$6.00 and furnish equipment." (As it turned out, the train went only to Piney River, not covering the total "36 miles" a round trip to Massies Mill would have.)

Other excursion opportunities presented themselves to the chapter, and the Piney River jaunt was put on the back burner until May '57. On Saturday, February 23, Libby drove to Piney River to call on Mr. Fry — the railroad worked six days a week then. Libby carried with him a 15-item typewritten memo, "Matters to be discussed." He asked Fry, could the engine be cleaned up for the trip? Would white flags be used on the engine? Could a photo runby with much smoke be arranged? What form of tickets would VBR require? What arrangements could be made for lunch? Was there a high-school band that could greet the train upon its arrival?

Given the novelty of the proposition, Fry thought it wise to contact the railroad's insurance carrier. Seeking a temporary policy rider to increase liability coverage, he wrote, "We are covered for any accident that may occur while moving this train, subject of course, to maximum amount of \$125,000, however this hardly seems adequate for this particular movement, something we never have had before and something we never expect again."

Meanwhile, over at the Southern, a Mr. N. B. Ballinger issued an internal memorandum to all involved departments with operating details. The special would run Sunday, May 19, with equipment consisting of one baggage car and five coaches to accommodate 200 to 250 people. The cars were to be attached to the back of train 45, the *Tennessean*, departing Washington at 8 a.m. Tye River was not even a flag stop for the *Tennessean*, but Ballinger's schedule called for a brief pause there at 11:06 a.m., just long enough to uncouple the excursion cars. In the afternoon, the northbound *Tennessean* would stop at 3:40 p.m. to have the equipment added to the rear for the return to Washington, scheduled back at 7:15 p.m. Southern hospitality extended to photographers: "Baggage Car doors should be slatted from interior sufficiently high to prevent any possibility of passengers falling from the car but low enough to allow camera fans to take pictures along the lines of Southern Railway and Virginia Blue Ridge Railway."

Libby wanted some text about the VBR to distribute to passengers, and Fry, a talented wordsmith, graciously produced a two-page history of the line and description of the route, alerting photographers to a steep grade at Rose Hill: "Your train will move up this hill in two sections, and those with cameras desiring to take pictures of the locomotive 'fighting' the hill should arrange to be in the first three cars so that they may detrain at the top of the hill for that purpose."

About six weeks before the trip, a small committee from the chapter traveled to Piney River to look things over. Bob



One of the free short “joyrides” by the local volunteer fire department during the layover at Piney River is under way, lights flashing and siren screaming.

Crockett, Larry Hart (chairman of the trip committee), and photographer Ara Mesrobian poked around the engine terminal, admiring VBR’s newest arrival, Lima-built 0-6-0 No. 7, a War Department switcher acquired from the Norfolk & Portsmouth Belt Line. Mesrobian, on behalf of the “photographic committee,” dispatched a note afterward, asking for sufficient time at Tye River for pictures at that location, requesting the engine crew “be instructed to make a lot of black smoke,” and suggesting the headlight be cleaned and the engine be spotted at Piney River so that the sun (“if any”) would shine on the front of the locomotive.

To stir up publicity, Hart issued a press release highlighting the day’s events. “During the two-hour stopover at Piney River the 300 excursionists will enjoy an elaborate buffet luncheon served by the Piney River Volunteer Firemen’s Association. The Association will also offer rides on its fire engine for the benefit of those who desire such an experience. . . . Music, furnished by the Nelson County High School Band, will add to the festivities of the day.”

Certain formalities were necessary and attended to. Transporta-

tion was a regulated enterprise, and hauling passengers required the filing of an appropriate tariff. Fry was accustomed to issuing freight rates, but passengers were another matter, so he turned to the Southern for assistance. On VBR’s behalf, Southern produced a one-page “Local Passenger Tariff No. 1,” effective May 19, 1957, expiring May 20, which Fry filed with the Interstate Commerce Commission. VBR’s charge was 50 cents per person, “tickets . . . honored in coaches only.” The ICC accepted the filing but with exacting diligence admonished Fry for not numbering his publications sequentially, citing that VBR had filed a previous “Tariff No. 1” . . . in 1918!

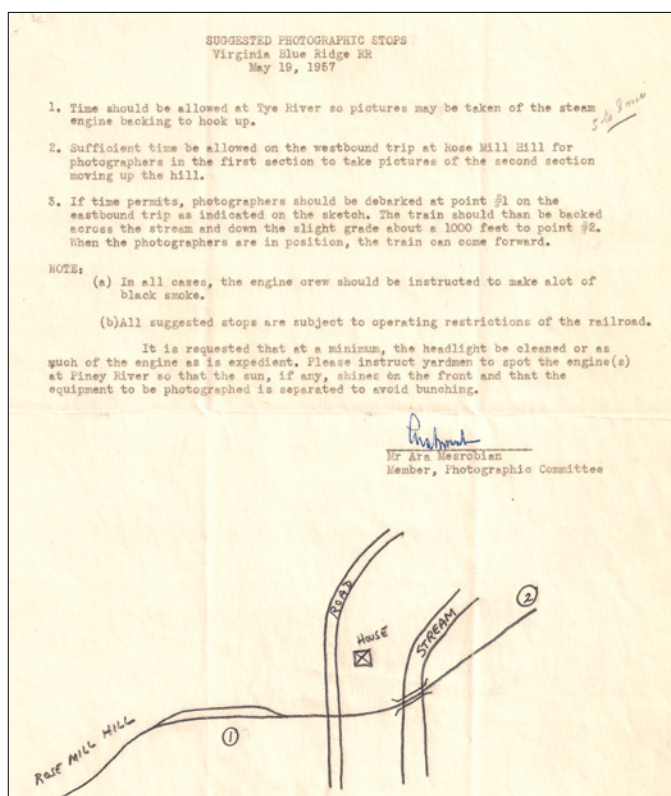
Ticket sales were brisk, sufficiently so that Southern upped the number of coaches from five to seven. The final passenger count for the day was 274. VBR, which normally went about the mundane task of hauling mineral products from Piney River to the Southern at Tye River,



Excursion passengers mill around VBR’s servicing facility. The engine at the left, VBR 4-6-0 No. 6, is the former Southern 385; in the background is the passenger special.



A second VBR passenger excursion for NRHS never materialized, but some members did charter this freight on June 21, 1959; 0-6-0 No. 8 performs a runby at Piney River depot.



proved to be a most gracious host. In addition to arranging lunch and entertainment, VBR shined up No. 7, even giving the boiler jacket a coat of green paint and adding white trim, white flags, and classification lights. Other equipment was spotted around the yard for photos, and VBR opened its office building for tours. The weatherman produced neither sun nor rain, but overcast skies did not deter photographers. No. 7 put forth a glorious performance, thundering up Rose Hill with vesuvian splendor. Everything went as planned, and the train was back at Tye River in time to meet the *Tennessean*.

The following day, chapter President John Little expressed his appreciation to Mr. Fry, writing, "I heard nothing but praise on the return trip for the planning and conduct of the whole affair, and we will remember it for many years as one of our best trips." Fry was as courteous in his reply: "Handling a train such as yours was very much off our beaten path, and it indeed is gratifying that nevertheless we did a good job and that everyone seems to have thoroughly enjoyed themselves."

Fry also wrote to G. S. King, Southern's trainmaster in Charlottesville, Va.: "We have received some very nice compliments, some verbal, some written, on the way the National

Washington Chapter photographer Ara Mesrobian wrote this detailed note, with diagram, to help the VBR — for which a photo run was a "first" — set up the runby. He was more than surprised to learn his correspondence was still in the road's files 50 years later!

ERN
95

Although the charter freight had two gondolas equipped with benches, apparently some passenger chose to “hobo it” in the boxcar, which also held their bags.



Railway Historical Society excursion was handled over our line and we like to feel that much of the success was due to the kind and able assistance you rendered us.” King responded, “Your letter of May 22nd, file 371-1, was sincerely appreciated by all of us over on Southern. I think we got as much fun out of it as the paying historians. Your conductor Mr. Napier and his crew handled a superb train and you have every right to be very proud of them.”

Although there was talk of a repeat, the excursion proved to be a one-time event. Several chapter members did arrange to charter a freight consist for a photo odyssey in June 1959. They took a bus to Piney River, and the freight made two runs to Tye River with a boxcar and two low-side gondolas loaned by the Southern, which VBR outfitted with benches. Numerous photo runs were made, and Southern arranged for the northbound *Tennessean* to stop at Tye River to pick up the fans.

After the charter freight, participants wait by the Southern main line for the *Tennessean* to make its special flag stop to return them to Washington.

The Virginia Blue Ridge drew widespread railfan adoration for sticking with steam until 1963, and VBR generally accommodated photographers and those seeking mementos. Interest in the line, though, subsided after diesels took over. Ara Mesrobian was on board both excursions but never went back to Piney River. “I’d photographed every cornfield and haystack,” he said. Freight traffic dwindled in the 1970s, and after seven decades in business, the VBR was abandoned in 1985. The right of way from Tye River to Piney River now is the Virginia Blue Ridge Railway Trail. The Piney River

enginehouse succumbed to fire, but all the steam engines on hand in 1963 enjoyed afterlives with tourist railroads. Today the Virginia Blue Ridge lives only in memories and photographs. 📷



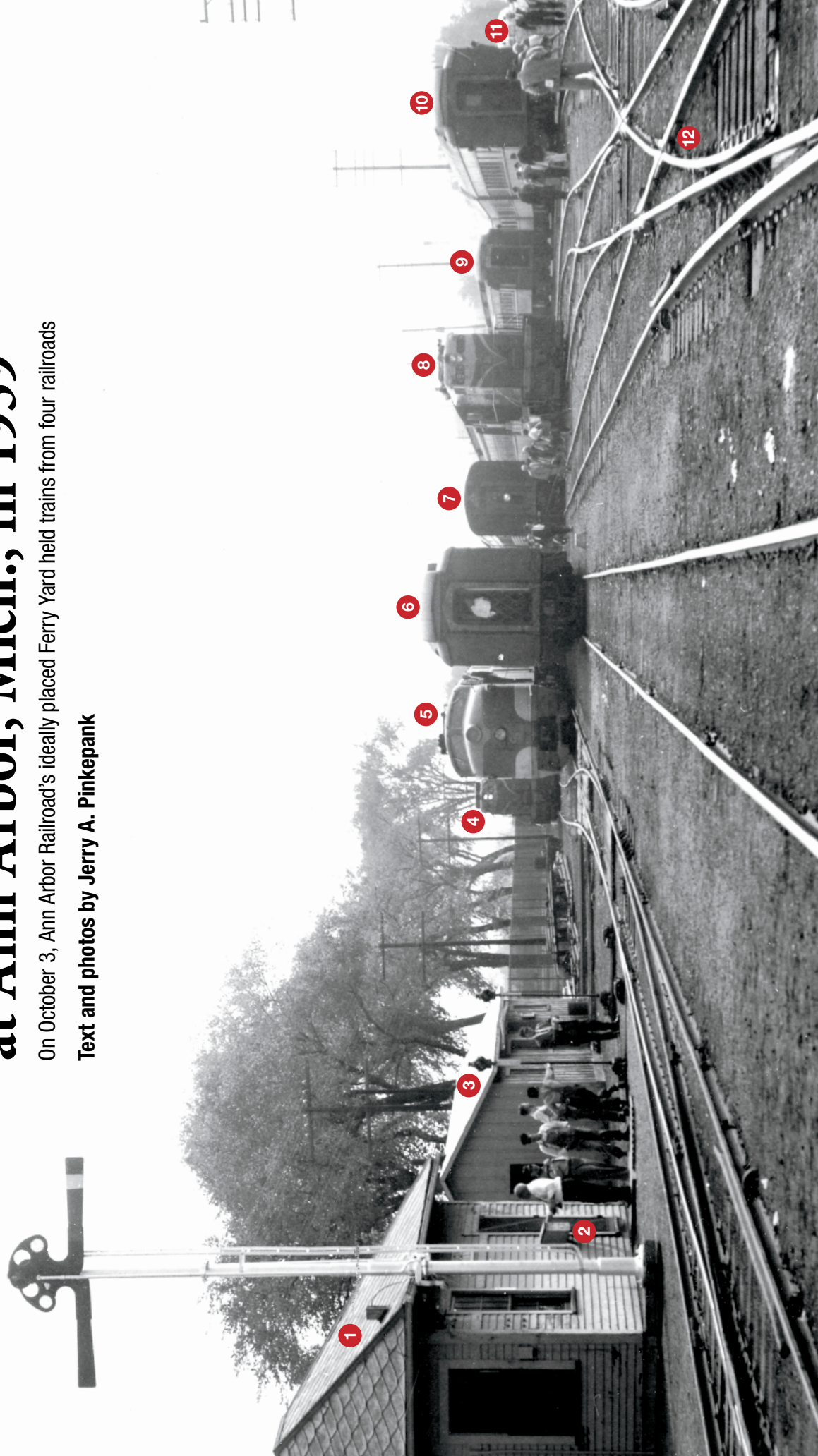
ALAN MAPLES was the last president of the VBR, having acquired the company for salvage in 1985. Since 1983 he has been owner of the Everett Railroad [see page 92]. This is his first CLASSIC TRAINS byline. ARA MESROBIAN, who long served as NRHS’s official photographer, resides in Chevy Chase, Md.

SPECIAL TRAINS

Eight football specials at Ann Arbor, Mich., in 1959

On October 3, Ann Arbor Railroad's ideally placed Ferry Yard held trains from four railroads

Text and photos by Jerry A. Pinkepank



Every other year the annual football game pitting the University of Michigan against Michigan State is played at the "Big House," UofM's stadium in Ann Arbor. Built in 1927 to hold 72,000, in 1959 it seated 101,001. Now it seats 107,601, but only two tracks occupy the right of way 1,000 feet east of the field where the old AA's 7-track Ferry Yard was, though the railroad is again named Ann Arbor (after being Michigan Interstate 1977–1988). In the era of football specials, Ferry Yard, normally used for local industry freight cars and AA-New York Central interchange, on game days held passenger specials. Here we look south on October 3, 1959. The yard was named not, as one might think, for Ann Arbor's car ferry operations across Lake Michigan, but for Ferry Stadium, the 40,000-capacity facility replaced by the "Big House." Michigan State won the 1959 game, 34-8.

1 Yard and train-order office building. Ferry Yard's office/train-order office building, with the train-order signal next to it.

2 Bill box. Next to the office doorway, this is where waybills of cars being set off were left by the conductor when the office was closed, and where the operator left waybills of cars to be picked up for road crews to take.

3 Maintenance-of-way toolhouse. Car inspectors, dressed in new blue, starched-and-creased overalls gather between this shed and the office building. On game days, the men were requested to present a neat appearance, but the choice to appear in their best on such occasions was a matter of personal pride, oft-repeated on any road handling football specials. The toolhouse has the usual "wooden-rails" approach to the nearest track for "speeders." Between the tracks is a cinder walking surface. The "Annie" maintained the entire yard as a passenger platform during football season.

4 Bay City special. Grand Trunk Western's train from Bay City, 15 cars behind

GP9s 4138 and 4901. The former is a freight unit with passenger-speed gearing and a pass-through steam line; the latter was GTW's second passenger diesel, built in 1954 as No. 1767.

Coupled behind the Geeps is Detroit & Mackinac office car No. 2, then 13 coaches with a GTW Railway Express car serving as a bar in the middle. Like all but two trains this day, this one has two units back-to-back so they only had to "run around" the train during the game. This track is a long siding, and a second GTW special, from and to Grand Rapids, sits behind 4138's train, led by GP9s 4139 (sister to 4138) and 4900 (built as 1766 in 1954), with 8 coaches and a mid-train GTW Railway Express car as a bar car.

5 E7s running around their train.

Chesapeake & Ohio ex-Pere Marquette E7s 101 and 108 are approaching on AA's single main track, running around their train (item 7). A C&O road foreman of engines hangs on the cab-door grab irons ready to align track switches to help speed the move. An Annie yard crew is on duty, using Alco S3 No. 6, but would not "time-slip" the officer helping out in this way in such a congested, time-sensitive situation. This track later will be occupied by an 18-car Wabash special from Detroit powered by GP9s 484 and 493 with 14 heavyweight Pullmans and 4 coaches. The Annie S3 will have to pull equipment on one track back to the north to make a "clear alley" for this last-arriving train's GP9s to run around.

6 Detroit special. Wabash's first special from the Motor City had 19 cars, all from Pullman, whose power — GP9s 485 and 486 — has already run around to the south end. There are 16 cars on this track plus 3 cars (item 10) waiting to be doubled to the train by the Annie switcher before the train leaves, going south to the AA-Wabash interchange at Milan, Mich. These through operations by other roads' crews — from GTW at Durand, C&O at Howell, and Wabash at Milan — were a challenge for AA's slim crew boards to provide pilots. When "foreign-road" crews run on another road for irregu-

lar moves like football specials or derailment detours, safety considerations and labor pacts require that a host-road employee be on the engine as pilot. This is not the case for normal moves on trackage rights, where the off-line crews make qualification trips the same as the host road's employees do.

7 Grand Rapids special. This is the 11-car C&O train whose E7s are running around to change ends (item 5). The red oscillating light favored by C&O for the end car on its passenger trains will need to be carried to the far end. The consist has 10 coaches and *Chessie Club*, a 38-seat tavern-lunch-counter-lounge, the only meal-service car (and a rarity) on this day's specials.

8 Saginaw special. This GTW train, with GP9 4915 and seven coaches plus a mid-train GTW Railway Express car as a bar car, was the day's only train whose power used the turntable [photo below]. The empty track to the right of 4915 will be filled by a second C&O Grand Rapids train headed by two E7s, 4520 (ex-95) and 103 (still lettered Pere Marquette).

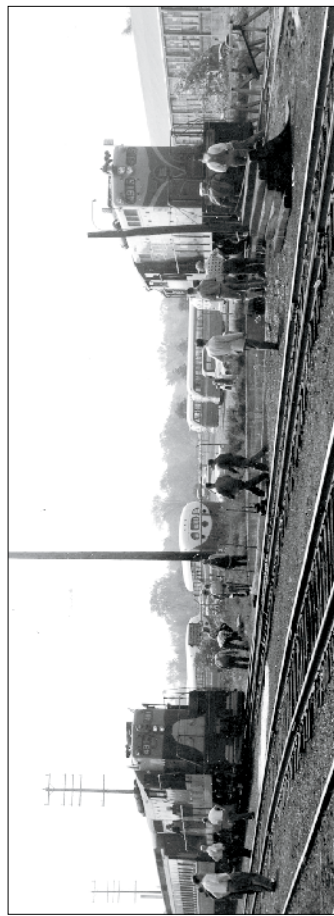
9 Toledo special. Ann Arbor's own special, with 6 borrowed Baltimore & Ohio coaches and a Railway Express car as a bar car, has passenger GP7 481 of Annie parent Wabash on the front. Ann Arbor last ran its own passen-

ger trains in 1950, thus its crews did not have passenger uniforms, so they wore car ferry officer uniforms from AA's Lake Michigan services.

10 Heavyweight Pullmans. These three cars are to be doubled onto the Wabash train for Detroit (item 6). The markers have already been hung. The 33 such cars here today are from the Pullman pool, coming to Detroit from Chicago. They are room cars, not section sleepers, few of which remained by 1959. Most here (23) were not lettered for specific roads, having always been Pullman pool cars, several still in Pullman green and not the New York Central-like two-tone gray of later Pullman pool practice. The other 10 included one marked for the *Texas Special*; four in Pennsylvania livery; and one each lettered for Southern, Southern Pacific, Norfolk & Western, Union Pacific, and Chicago & North Western subsidiary Chicago, St. Paul, Minneapolis & Omaha.

11 Shuttle buses. University-owned vehicles, driven by UofM employees, carried passengers to and from the stadium, just out of the picture to the right, west of Ferry Yard.

12 Lap switch. A space-saving design used in confined spaces such as this. The points of adjoining turnouts cross, using an additional frog.



Flanking shuttle buses are GTW 4915 (right) from Saginaw (item 8) on the manually operated turntable and Wabash 481 (left) on the AA special from Toledo (item 9), which won't be turned. In steam days, every engine was turned; AA's last steam football specials were GTW's in 1957.



SPECIAL TRAINS

Whistle-stopping in the 1960s

On following campaign
trains of Kennedy, Nixon,
and Goldwater across
Michigan and Illinois

By J. David Ingles
Photos by the author



Presidential candidates ride the rails: Sen. John F. Kennedy (third from left on platform, opposite page) speaks to a crowd from NYC business car 10 at Marshall, Mich., on October 14, 1960. Thirteen days later as their special eases through the same town, Vice President Richard Nixon and wife Pat (top right photo, at left) wave from car *Adolphus'* rear platform. Four years later, on October 2, 1964 (above), Sen. Barry Goldwater (above drumhead) watches from B&O business car 100 as his campaign train leaves Decatur, Ill., on the Illinois Central.

Any special train, particularly one carrying passengers, requires careful preparation. The type of special passenger train that demands the most detailed planning and highest security, by far, is the “POTUS,” a train carrying the President of the United States, or that genre’s first cousin, the political campaign train.

Campaigning by rail dates to the man who became our ninth president, William Henry Harrison, in September 1836. Reaching its zenith during the 1930s and ’40s under Franklin D. Roosevelt and Harry S. Truman, the campaign train, at least on a national basis, has disappeared from the American scene.

I followed three presidential campaign specials — two in Michigan and one in Illinois — in the 1960 and 1964 races, plus in 1968 a statewide second cousin in the Prairie State. My Kodachromes and Ektachromes, a few of which you see here, survive as treasured artifacts of a bygone era.

To borrow and bend a slogan from Arizona Republican Sen. Barry Goldwater’s 1964 presidential campaign — “in your

heart, you know he’s right” — to us of the rail persuasion, in our hearts we know *the* way to campaign is by train. And while the Arizona Republican Senator got trounced in that election by incumbent Lyndon Johnson, their “whistle-stopping” campaign specials had little to do with the results. In retrospect, the trains — which reveal how well railroads can cooperate when necessary — were a verse in the swan song of barnstorming by rail as a meaningful way to campaign, at least nationally.

The term “whistle-stop,” incidentally, originated on President Truman’s 9,500-mile, 7-railroad, 18-state June 1948 campaign train to the West Coast. According to Bob Withers’ book, *The President Travels by Rail: Politics and Pullmans*, Truman, at Butte, Mont., blasted the “do-nothing” Republican-controlled 80th Congress, eliciting a national radio reply from Sen. Robert Taft (R., Ohio) that he was “blackguarding congress at every whistle station in the West.” Truman’s staff communicated the slight to 35 cities along the route, and in Los Angeles, he modified the term in noting that L.A. was “the



Kennedy's "New Frontier Special" slows (top) for its stop on the NYC main in Marshall, Mich., on October 14, 1960. In those innocent days, all those "bleacher bums" on the station roof were tolerated.



Riding in a 1960 Buick convertible, Kennedy (center) and Michigan Gov. G. Mennen "Soapy" Williams (behind driver) leave the campaign special for a rally in Kalamazoo. During the speech, an NYC SW1 will tow the train around the interchange connection to the Pennsy.

largest whistle-stop I've visited." The press loved it, and the term joined the nation's lexicon.

Across Michigan with JFK

The first two presidential campaign trains I followed went across Michigan in October 1960, when I was a teen still living at home in Dearborn. Four years later I was in my senior year at MacMurray College, 30 miles west of Springfield, when Goldwater's train came north into the heart of Illinois. I enjoyed beautiful fall weather for the Kennedy and Goldwater specials but had poor conditions for Nixon's.

First, on Friday, October 14, 1960, was the Massachusetts Senator's "New Frontier Special." The route began on the Lower Peninsula's key artery, New York Central's former Michigan Central main line (today's Amtrak *Wolverine* route). Kennedy made speeches at Ann Arbor, Jackson, Albion, Marshall, Battle Creek, and Kalamazoo. From there, it went north to Grand Rapids on the Pennsylvania's former Grand Rapids & Indiana, then southeast to Lansing on Chesapeake & Ohio's former Pere Marquette. Each railroad provided its own motive power.

Avoiding the congestion of Ann Arbor, I drove directly to Marshall, a town of 6,800 that the railroad bisects south of the business district. I arrived in time to photograph the special approaching the depot (top). Lightning-striped E8s 4054 and 4043 pulled 9 cars: a clerestory-roof NYC coach as crew rider car, 5 stainless-steel NYC cars including at least 2 diners, PRR 1940 Pullman-Standard 6-bedroom buffet-lounge *Locust Falls*, C&O 1950 P-S 5-bedroom-buffet-observation 2506 *Bluegrass Club*, and NYC business car 10 as the "podium."

I got my best car photos of the day at Marshall. The little town was a speech stop for the Democrats because it was the birthplace of the first U.S. railroad labor union, the Brotherhood of the Footboard (later the Brotherhood of Locomotive Engineers), formed in 1863. A monument to this still stands in town. The crowd was not large, and I got a good "close-up" of JFK and state pols on the rear platform, including Michigan Gov. G. Mennen "Soapy" Williams, his nickname coming from his family's connection to the Mennen toiletries firm.

From Marshall I drove straight to Kalamazoo and parked east of the PRR diamonds, guarded by BO Tower. The train was slowing for the depot just beyond as it passed me, stopping to unload for an off-train rally. In that relatively security-free era, I got closer to the celebrities, riding in open convertibles.

NYC gray SW1 591 coupled to the rear car and dragged the



train around to the PRR, whose units — E7 5881 and E8 5712 — stood waiting by the depot. The next speech was to be at Grand Rapids, 50 miles north, so I left before the train reloaded to wait at the first of what would be two PRR photo spots, first from an overhead highway bridge and then at trackside.

The train had shrunk to 8 cars, the NYC rider coach staying in Kalamazoo, but the clear sky began to cloud up. I let the train go on into Grand Rapids and chose for my next spot a grade crossing on the city's southeast side with a street intersection bisected by the C&O. Soon after I arrived, a local switch job crawled by westward on the northerly track — no spiked switches or empty adjacent tracks back then, as future security would require — with C&O SW9 5246 working in mid-train, pushing a red caboose and 5 boxcars and trailing 6 cars and a yellow caboose. Not long after he crawled by, the special roared through, again with 9 cars as C&O coach 1652 had been inserted up front as a crew rider car. The two E7s, 101 and 4511, were in current C&O livery, though 101 still had the "Pere Marquette" train name in script on its flanks. Fully C&O-lettered 4511 was, appropriately, the former PM 104.

After one more runby, I called it a successful day as it was getting too dark for Kodachrome, and drove home. After the Lansing rally, the train was to take NYC north to Owosso and Saginaw, then Grand Trunk Western to Detroit. From Michigan, JFK flew east for rallies the next day in Pennsylvania.

Following Nixon on the same path

Almost two weeks after following JFK, I was on the same path with the "Pat & Dick Nixon 1960 Special," the vice president's only whistle-stop train of the campaign. It was Thursday, October 27, 1960, and the weather had taken a bad turn from the beautiful day with JFK. Many of my slides of the Nixon special are too dark to publish. The day was overcast, raw, and damp, and both Pat and Dick had colds, so they weren't outside on the rear platform much.

The 15-car consist, all PRR except the rear car, was winding down a weeklong trek that had begun with a rally in Harrisburg, Pa., on Monday. Taking PRR west, the special stopped for rear-platform speeches at Lewistown, Huntingdon, Altoona, Johnstown, and Greensburg, before the final rally, off-train in Pittsburgh. The "podium" car was St. Louis brewer August Anheuser "Gussie" Busch Jr.'s mid-'50s stainless-steel business car *Adolphus*, built in Wabash's Decatur (Ill.) shops to the plans of the Wabash president's business car 400. (Interestingly, in Oc-



The sky is clouding up as the "New Frontier Special" rolls north through fall foliage (top) on the Pennsylvania en route to Grand Rapids. Shortly before the Kennedy train breezed through Grand Rapids' east side (above) en route to Lansing on the C&O, a switch run had ambled west on the adjacent track, in the future a security no-no.

tober 1976 *Adolphus*, by then Amtrak business car 10000 and renamed "Honest Abe" for the day, was the rear car on President Gerald R. Ford's Amfleet-equipped Amtrak campaign special down ICG's former GM&O main line through Illinois.)

Stops for the Nixon train's second day, Tuesday the 25th, were south of Pittsburgh on the Baltimore & Ohio in Parkersburg, W.Va., and Marietta, Athens, Chillicothe, and Cincinnati, Ohio. Wednesday, the special meandered north through the Buckeye State on NYC, PRR, and B&O with speeches at Dayton, Middletown, Springfield, London, Columbus, Marion, Lima, Deshler, and Toledo.

Next morning, I intercepted the train 6 miles east across Dearborn from home, on Schaefer Road as it rolled north along the west side of the Ford River Rouge plant at 25 mph. Being a Republican train, it did not stop in Democratic Detroit, using NYC's freight bypass from the Toledo line in the suburb of River Rouge to the ex-Michigan Central main at Town Line Cabin in Dearborn. Monroe, Mich., had been the first speech stop; Ann Arbor would be the second. Further stops would be similar to JFK's, the third at Jackson, then Battle Creek and Kalamazoo. From there, the special also went north on PRR to Grand Rapids, for off-train events there and in Muskegon.

After a second photo at the Schaefer Road grade crossing, I got on I-94 and drove to a point east of Ann Arbor, where I watched the train roll along the south bank of the Huron River. The Kodachromes are so murky, all you can make out are the



On October 27, 1960, the “Pat and Dick Nixon 1960 Special” nears the NYC mainline overpass of I-94’s westbound lanes near Chelsea, Mich. (top). At my first photo location of the day (above), by the Ford River Rouge plant in Dearborn, I got what turned out to be the brightest shot of the *Adolphus* all day. That’s Dad’s 1957 Chevy wagon, my “chase vehicle,” parked by the NYC freight line at a private Ford crossing.

three NYC lightning-striped E units (E8 4039, a 4100-series E7B, and E8 4064) up front and the stainless-steel business car *Adolphus* on the rear end.

Bypassing Ann Arbor on I-94 during the speech, I pulled onto the shoulder for an action shot (top) at the point 4 miles west of Chelsea where the westbound lanes, the earlier U.S. 12, go under the old MC but the newer eastbound lanes bridge over it. This is just east of I-94’s Kalmbach Road exit. Again I stopped at Marshall, but this train did not. As it slowly passed the station, though, the Nixons were on the rear platform, waving (page 69); it was my only sighting of them. I then drove to

Kalamazoo and set up as I had for JFK’s train. This time there, two black NYC SW1s, 688 and 650, handled the interchange to the Pennsy, where three E8As, 5891 to be in the lead, waited. Once more I drove on ahead.

I stopped twice north of Kalamazoo on PRR for photos but gave up after the second, as it had become too dark to continue. The train would leave Michigan, running overnight on PRR and Wabash via Fort Wayne, Ind., to eastern Illinois, making speech stops at Danville and Tolono, where it moved onto Illinois Central to go south. The Nixon party left the train at Carbondale, flying to Quincy, the Quad Cities, and Chicago.



Rainbow train in the Heartland

In October 1964, I was a college senior at MacMurray in Jacksonville, Ill., and on a beautiful Friday the 2nd was able to follow Sen. Goldwater's special. I drove east 110 miles to Tuscola to wait for it on the IC main line. En route from Centralia and other IC points, the train seemed hell-bent for the rally at Champaign as it slammed across the Baltimore & Ohio and Chicago & Eastern Illinois diamonds at Tuscola tower and passed a few of us watching trackside at the depot.

It was backlit at that late-morning hour but flashed a rainbow of colors — B&O blue, PRR red, IC orange, UP yellow, Pullman gray, and silvery stainless-steel — on its 19 cars behind an A-B-A trio of orange-and-brown E units (E9 4035, E8 4105, E7 4017). From Champaign, the special would head west for Decatur on an IC branch. During the Champaign rally, I drove 30 miles from Tuscola to a point west of Champaign, where I got my first good look at the consist as the special ambled by at a leisurely 25 mph. Today the branch is Omni-Trax's short line Decatur Central on the west end, hosts Monticello Railway Museum trains in the middle, and is mostly gone on the Champaign end. After a photo passing the depot in tiny Cisco, I headed into central Decatur.

Even though President Kennedy had been assassinated less than a year before, security around this special seemed almost lax by today's standards. Wabic tower, next to the Wabash depot and guarding the 15 diamonds of its namesakes' initials, was my perch, specifically the landing atop its exterior stairway. Over the years I had photographed from here many Wabash, IC, and PRR trains. The small landing comfortably held a few of us photographers, and no one questioned our presence.

The special, having reversed on the wye a mile north where the Champaign branch joined the north-south "Charter Line," was towed into the city's heart by SW9 476. It was going slow enough for me to note the cars' names or numbers, a veritable



Trying for a record crowd aboard an SW1, spectators in Kalamazoo (top) watch the Nixon special unload before it is towed over to the Pennsy to head toward Grand Rapids (above) behind three E8As.



On October 2, 1964, Goldwater's special passes Cisco, Ill. (upper photo). Later, in a view from the steps of Wabic Tower in Decatur (above), the train has been reversed on the city's north side and is being towed by an IC SW9. In 14 days, the Wabash will be merged into N&W.



After Goldwater's Decatur speech, the Es slowly pull past Wabic as they head north on IC's "Charter Line" that bisects the middle of Illinois.

box of Pullman coachyard crayons in the six liveries.

I stuck around until after the speech to photograph the train one last time, pulling out northbound (above), and got a nice photo of candidate Goldwater still on the rear platform (page 69). I then departed, with a series of Kodachrome images on a par with that of my Kennedy train chase.

Prairie State special

My next major campaign train outing began on Wednesday, October 30, 1968, with the "Republican Victory Special," a statewide effort on behalf of the Nixon/Agnew presidential ticket, veteran Sen. Everett M. Dirksen, and gubernatorial candidate Richard B. Ogilvie. All would win in the following Tuesday's election.

I was on the sports desk staff of Springfield's daily morning *Illinois State Journal* newspaper, and we journalists knew of the "Victory Special." The train, a mini-domeliner with a matched stainless-steel consist of five Burlington cars — a baggage-lounge, dome-observation-parlor *Silver Tower*, two sleepers, and a business car — breezed into Springfield on the GM&O main line from Alton behind E7 103A. With a few local fans, I watched it pass Iles tower, the N&W crossing on the city's south side, then stayed there while the rally took place down-

town. After the train unloaded at the depot, the E7 cut off and a GM&O Alco S2 switcher took it north a mile to a wye to be turned. Once the passengers had reboarded at the depot downtown, the switcher pulled the train to Iles and shoved it onto the interchange track, where N&W's yard engine, blue ex-Wabash GP9 3470, pulled it onto the main line. That Geep then detached and returned north to the yard, allowing blue passenger GP9 507, waiting west of Iles after deadheading over from Decatur, to backup, couple on, and head west for Quincy.

At Iles I got close-up looks at the cars, but made no notes of names or numbers — the banners on the three rear cars masked their identification, anyway. With insufficient time to chase very far west before being due at work, I stuck around and photographed GM&O's *Limited* and two freights. Neither Nixon nor Agnew was aboard this special. On the train's trek south, Nixon had been represented as far as Carbondale by daughter Julie Nixon and her fiancé, David Eisenhower.

Next morning, a Halloween Thursday, my fiancée Carol and I marked off work and drove north to visit her parents in Belvidere, Ill., near Rockford . . . and to intercept the "Victory Special." From Quincy, it had gone north on the Burlington to Macomb, Galesburg, and Moline, then reversed out to Barstow, Ill., and went northeast through Denrock to the hamlet of



Having come north from Alton, Ill., on the Gulf, Mobile & Ohio and unloaded for a rally in downtown Springfield on October 30, 1968, the “Republican Victory Special” has been pulled back south to the Norfolk & Western crossing at Iles Tower and interchanged to the former Wabash. Now with passenger GP9 507 in charge, the train heads west for Quincy. Next day, we’d catch up with it in northern Illinois (below).



It’s Halloween 1968 as the “Republican Victory Special” climbs the hill out of Dixon, Ill., on Chicago & North Western’s main line (upper left). After a speech at the DeKalb depot (above), the C&NW GP7 will pull the train in reverse back west to Rochelle, where two CB&Q GP7s will take over. After towing the train west on the Q’s Chicago–Twin Cities main line to nearby Flagg Center, the Geeps — having placed the consist on the west leg of the Rockford Branch wye (left) — pass on the main before taking the special north to Rockford on the branch.

Agnew and onto the Q’s trackage rights on the North Western’s “Overland” main line to Sterling. We spied the train at Agnew, then bypassed Sterling–Rock Falls on U.S. 30 to intercept it climbing the hill out of Dixon, C&NW GP7 1650 in charge.

We watched the special go through Rochelle and on to DeKalb, where it halted at the depot for a speech. Then the Geep ran around and pulled the consist in reverse back to Rochelle, where two red CB&Q GP7s, 259 and 251, took over. We drove west to Flagg Center to watch the Geeps shove the train onto the Rockford branch wye’s west leg, then move east light-years past us and reverse to the north. As the Geeps recou-

pled to the special, a Burlington freight came by with three GEs (CB&Q U28B 141, GE U33B test unit 301, and NYC U30B 2867). After it passed, we motored north, easily overtaking the special for our last shots as it crossed the Milwaukee Road at Davis Junction almost at dusk. The *City of Denver* was due, so we stayed to see it, then as the special went on into Rockford, we drove over to Belvidere, concluding my 1960s experiences with these “special type of special trains.” ■

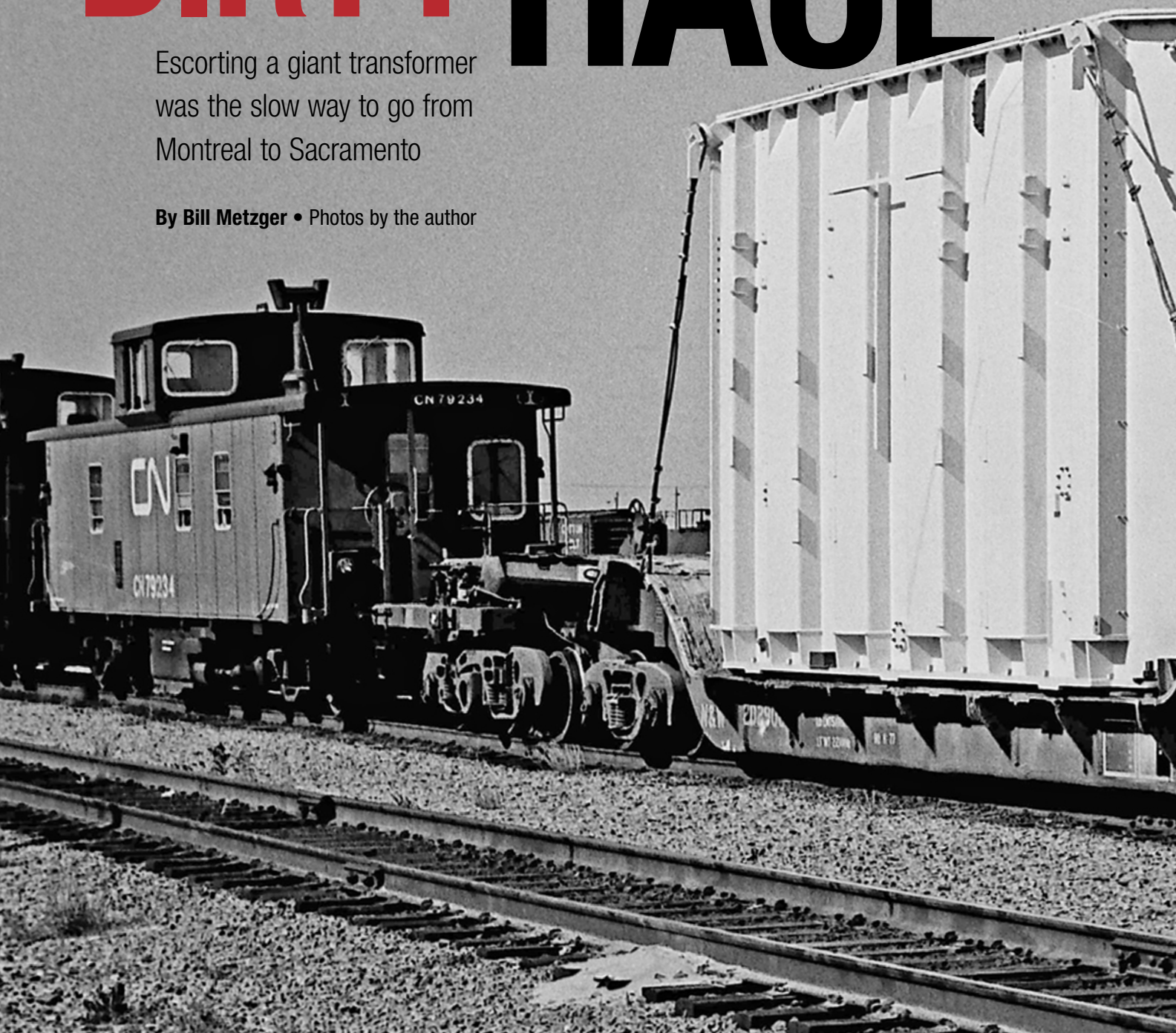
J. DAVID INGLES, Senior Editor of CLASSIC TRAINS since its inception in 2000 (now part-time), acknowledges with special thanks veteran West Virginia journalist (and CT author) Bob Withers and his definitive 422-page book, The President Travels by Train: Politics and Pullmans — first issued by TLC Publishing in 1996 and reprinted four times since, most recently in 2004. An updated version is planned.

SPECIAL TRAINS

HIGH, WIDE, & A LONG, DIRTY HAUL

Escorting a giant transformer was the slow way to go from Montreal to Sacramento

By Bill Metzger • Photos by the author



Back in the 1970s, I worked as a “Freight Expeditor,” a term I seldom uttered. We were commonly called “riders,” and that was fine with me. The vocation dated to the days when men rode along with shipments of bananas or livestock, an era still remembered in the 1970s by older railroaders. We escorted all sorts of large, heavy, delicate, and/or expensive loads to keep them intact and moving. In June 1978 I had been on the job for almost three years. This cross-country international odyssey was my 39th trip.

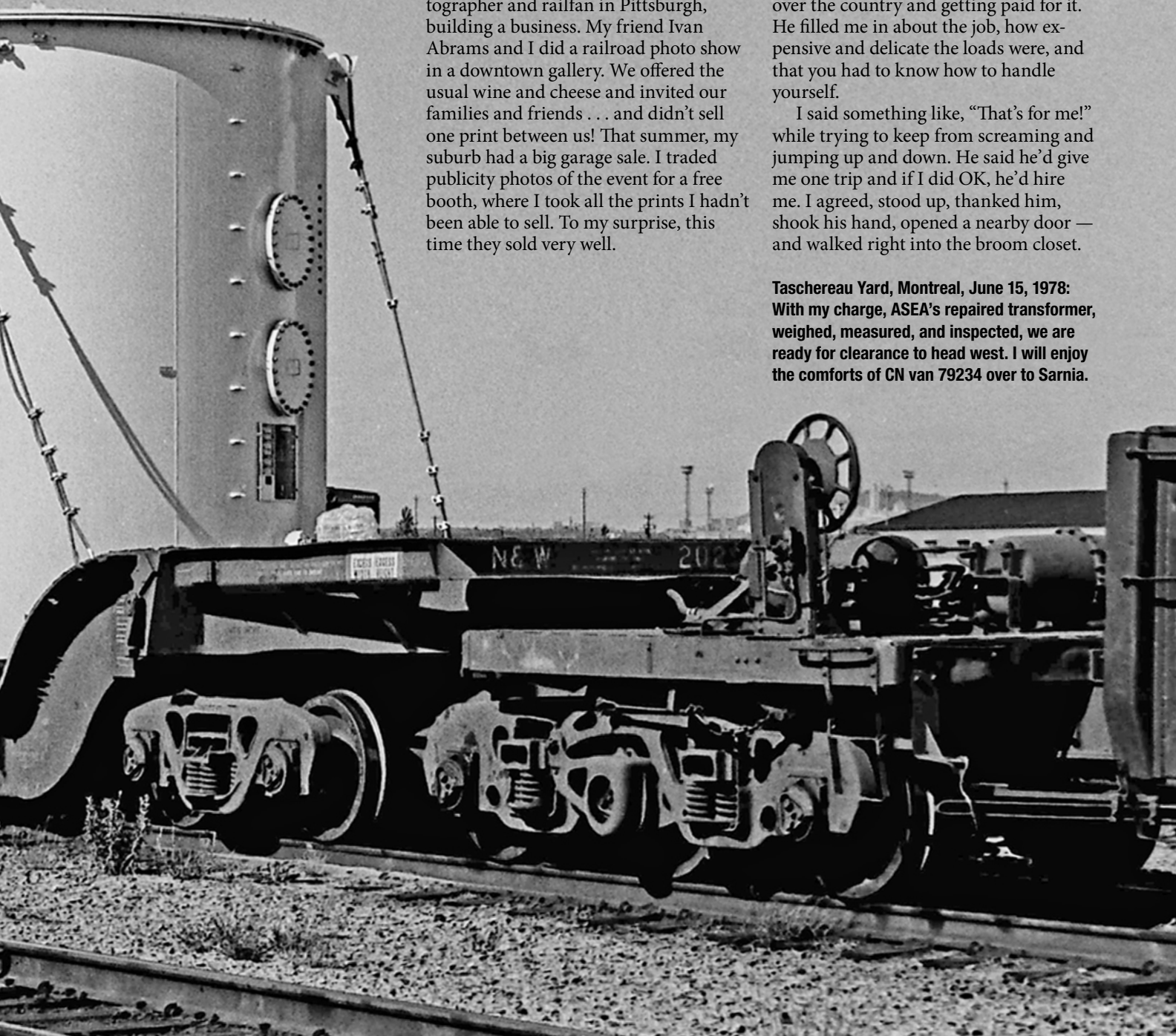
Before we board this special, allow me to fill you in on how I got these gigs. In 1975 I was a 29-year-old freelance photographer and railfan in Pittsburgh, building a business. My friend Ivan Abrams and I did a railroad photo show in a downtown gallery. We offered the usual wine and cheese and invited our families and friends . . . and didn’t sell one print between us! That summer, my suburb had a big garage sale. I traded publicity photos of the event for a free booth, where I took all the prints I hadn’t been able to sell. To my surprise, this time they sold very well.

A man stopped by and began looking at the prints. “Looks like you’ve been around,” he said. I told him I was a railfan and really enjoyed it. He introduced himself and said he managed a company that sent guys all over the country accompanying high and wide loads on the railroad.

“That sounds like fun,” I said, “are you hiring?” Yes, he was, and he gave me his card. That’s how I met Don Ramsey, who would be my boss for the next five years. That was a Saturday; Monday I called him and set up an appointment for Wednesday for an interview in his downtown office. Meantime I went insane at the thought of riding trains all over the country and getting paid for it. He filled me in about the job, how expensive and delicate the loads were, and that you had to know how to handle yourself.

I said something like, “That’s for me!” while trying to keep from screaming and jumping up and down. He said he’d give me one trip and if I did OK, he’d hire me. I agreed, stood up, thanked him, shook his hand, opened a nearby door — and walked right into the broom closet.

Taschereau Yard, Montreal, June 15, 1978:
With my charge, ASEA’s repaired transformer, weighed, measured, and inspected, we are ready for clearance to head west. I will enjoy the comforts of CN van 79234 over to Sarnia.





The GE 45-tonner at ASEA's Varennes plant hostiles empty N&W drop-center flatcar 202908, which CN has spotted for loading. Before the transformer can be put aboard, though, major deck-cleaning is necessary. After it's loaded, the GE will flap its siderods to come retrieve it.



We've cleared Taschereau Yard and are out on the CN main, halted beside the Canadian Pacific main line at 55th Avenue in Lachine, just in time to watch CP's afternoon Montreal "TownTrain" commuter parade. This inbound behind FP7 4070 is likely train 250 from Vaudreuil.

As I backed out, sheepish and red-faced, he laughed and said, "Don't worry, you still have the job." Two weeks later I was on an Erie Lackawanna SD45 on my way to Salt Lake City.

How we worked

Don's company was Charles Donley & Associates, a freight traffic consulting firm that today is long out of the expediting business. Don was a great guy who died way too young at age 52. I worked for him during 1975–1981. In all, I did 95 trips handling loads ranging from transformers to generators to boilers to

cranes. I even went to find a car that the brand-new Conrail had lost.

The freight-expediting side of the Donley firm prospered because the nation's railroad system, especially in the Northeast, was in bad shape. We rode on the train with the load, in either the locomotive or caboose, and were there to ensure that nothing untoward happened. Employee morale was practically nonexistent, so our job was to convince the railroad men that moving our load was in their best interest and, no, we weren't company spies.

We worked on an on-call basis. Most

Donley riders were retired railroaders and worked only a few trips a year. I was the first non-rail employee Don hired, and I worked pretty much full time. We were paid by the day, door-to-door, with overtime on weekends if you'd worked the previous Monday. We also got paid extra per day for every car exceeding three in our shipment.

We started every trip with \$600 in expense money. In 1978, that was a fair amount of cash and could last a week and a half. Of course, you could get a nice motel room for \$18 a night or fly from Pittsburgh to Chicago for \$50. A national network of ATMs was years in the future.

Payday was when you got home and sent in your trip report with your expense account. I hand-delivered mine so Don and I could shoot the breeze and I could get my paycheck, plus my expense check for the next trip, right away. The expense check brought my account back up to \$600.

When your cash got low on the road, Don would send a money order. Problem was, when I started, money orders had to be sent to a specific place, a pain when you were constantly moving. You'd get into town after the drugstore that had the Western Union franchise closed and leave before it opened the next morning.

Western Union then introduced the Commercial Money Order, a godsend for us as you could receive one no matter where you were. This was before credit cards were widespread, negating a need for them. Don encouraged us to carry traveler's checks, a pain in the butt, though I never had to make a claim.

We weren't subject to hours-of-service laws. The understanding was that once you accepted a trip, you stayed with the load until delivery. If it kept moving, so did you. I worked through many crew districts nonstop and learned to eat and sleep whenever and wherever I could. I carried food but generally had no problem radioing ahead to a crew-change point to have them bring me dinner.

I ate many a lukewarm hamburger. When I was able to eat in a restaurant during a job, I ordered anything unusual, *i.e.*, other than the three kinds of steak (one chicken-fried), two kinds of chicken, and spaghetti that you'd usually find, especially out West.

My responsibility to Don was to call him once a day and report where I was so he could tell the customer what progress his shipment was making, but on many days I couldn't do that because I

was never near a phone. Widespread use of cellphones was also in the future.

Signing up for the long run

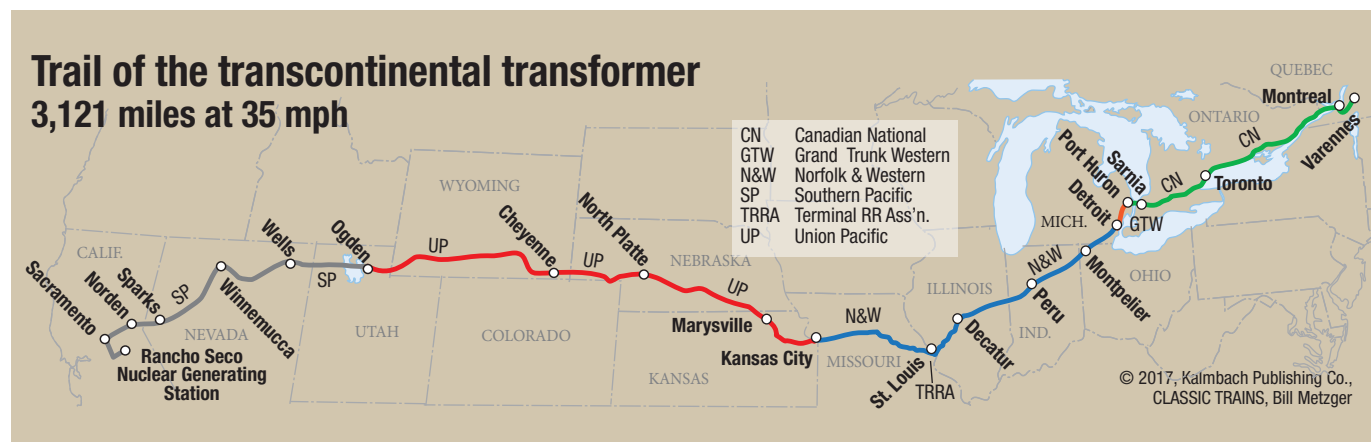
When I think back on that trip from Montreal to Sacramento, the first word that comes to mind is “dirty.” The assignment was to escort a transformer that had been repaired after an accident. The trip lasted 12 days, and I don’t think I’ve ever been that dirty for that long in my life. The railroads handled it in special trains all the way, which for me was unusual. I worked only two other jobs like that in my five years with Donley. One was a coke-quenching car that was specially built, but the trip was just a complex switching move around Pittsburgh. The third load was a giant stainless-steel casting for the Clinch River Breeder Reactor down South that never got built.

As usual, the Montreal–Sacramento odyssey began when Don Ramsey called me and described the job. The load was the main power transformer for the Rancho Seco Nuclear Generating Station near Herald, Calif., south of Sacramento. The customer was the Sacramento Municipal Utility District, a.k.a. “SMUD.” Don said a sheet of corrugated steel had blown across two of the transformer’s bushings, causing a dead short circuit and instantly shutting down the plant. ASEA, the Swedish manufacturing firm, built the transformer, but its only facility in North America capable of the rebuild was in Varennes, Que., east of Montreal.

Another rider had taken the bad-order transformer east to Varennes; I got the return job. Special-train trips, especially of that length, don’t come cheap, but until we brought its transformer back home, the power station was pumping out zero kilowatts and earning zero revenue. The Sacramento utility gladly ponied up for the special train and the cost



Toronto offered more passenger-train-watching Friday morning. West of Union Station, a four-car eastbound GO Transit train is pushed by GP40TC 505 (top), and farther west on CN’s Oakville Sub (above), a long VIA Rail train with Tempo cars, likely No. 81 for Windsor, passes us.





The CN dispatcher has held us west of the depot in Woodstock, Ont., for a westbound passenger train, so I have taken the opportunity to stretch my legs. One result: nice overhead views from a nearby pedestrian bridge of the VIA Rail train, likely No. 83 bound for Sarnia, leaving the station and passing our special, which has five gondola cars of aluminum ingots coupled between the transformer and CN GP38-2 5509.

car a mess, and a lot of steel had to be burned off its floor before we could reload it. The car was cleaned by midnight, but I had long since exited to a Holiday Inn for rest and a shower. It would be my last shower for three mid-June days.

Did I mention the speed limit on the load was 35 mph? The whole slow, dirty, weary way?

Wednesday, June 14

My contact at ASEA said the load wouldn't be ready until evening, so I went to downtown Montreal to talk to the folks at CN and get my paperwork straightened out. I then fooled around CN's Central and Canadian Pacific's Windsor stations photographing commuter trains including some with CN's ancient electrics. Knowing I'd have a long ride, I also picked up groceries. I tried to buy stuff that would keep. I always had a couple of cans of Vienna sausages, a box of Un-eeda biscuits, and a small jar of peanut butter in my grip. Those sausages were tasty when you heated them on the side-wall heater of an EMD locomotive cab and ate them with a pocket knife. Of course, smooth track was a must.

The car was secured by 9 p.m. I called the railroad, and CN's train B795 picked us up — the load and me — at 10:45.

Thursday, June 15

We arrived in CN's Taschereau Yard in Montreal at 2 a.m., where the load was weighed. It came out to 709,000 lbs. The car's light weight was 210,000 lbs., so at a net weight of 499,000 we were right at the car's capacity. CN's car department gave the load a thorough inspection, including measurements, so we didn't get out until 5:15 p.m. on train 815. I think the day-trick dispatcher just didn't want to deal with a 35-mph mover mucking up his hot Montreal-Toronto main line. Meantime, five gondola loads of aluminum ingots were added to our train.

Special-train rules, at least at that time, said that a railroad could add a certain number of extra cars and still



for me to make sure it got there in one piece and on time.

Tuesday, June 13, 1978

I flew to Montreal from Pittsburgh on Allegheny Airlines and took a taxi to Varennes, getting there in time to watch a Canadian National local switch the emp-

ty drop-center flatcar, Norfolk & Western 202908, into the plant. It was 75 feet 4 inches long with a 500,000-lb. capacity and had an odd arrangement of two six-wheel and two four-wheel trucks. The in-plant switcher was a GE 45-tonner, which was equipped with a snowplow!

The previous customer had left the



The gondolas with aluminum ingots and the transformer are the only loads for CN's barge *St. Clair* as it is pushed by the tug *Phyllis Yorke* across the St. Clair River to Port Huron, Mich., "sneaking" me back into the U.S. CN kept the carferry service as a St. Clair Tunnel bypass.

charge the customer for a special train. The folks who were shipping those ingots got themselves a pretty fancy move on the cheap, or perhaps CN pulled a fast one and charged both of us for a special.

Ingots and all, we went only a couple of miles west before the dispatcher put us in a siding, which was excellent as far as I was concerned.

In June, the sun goes down late in Montreal, so I was treated to some fine train-watching. We were sent into the hole a couple of times before we got off the island, so I got to photograph, from the front platform of our GP38-2, both CN's and CP's evening passenger rushes, including a VIA Turbotrain from Toronto. We finally got moving after dark.

Friday, June 16

We stopped in Belleville, Ont., at 3:15 a.m. for a 20-minute crew change. I was really enjoying this part of the trip since I was in one of CN's wonderful vans (caboose). They literally had all the comforts of home, and I would've happily ridden one for the rest of the trip. I met the new crew and went back to sleep in one of those comfortable bunks, made even nicer because the slack wasn't running in and out on our short train.

Toronto was next — the biggest, most exciting, most cosmopolitan city with

some of the best railfanning in all of Canada. We were there all of 15 minutes for a crew change, but I got to see some nice passenger-train action when we were in the hole both coming in and leaving. We kept the locomotive, GP38-2 5509, we'd had since Montreal and now were train 831 with a Sarnia crew.

We got into Sarnia yard at 7 p.m., and another Geep took us to the boat yard about an hour later. There, because our load was too big for CN's St. Clair River tunnel, we were put on CN's carferry *St. Clair* (actually a barge, pushed by tug *Phyllis Yorke*) for the short trip to Port Huron, Mich. I got to ride up in the tug's pilothouse!

I may be an illegal immigrant, because when we got to Port Huron, no U.S. Customs agents greeted me and nobody bothered to tell them I'd come across. I sauntered down the dock at 9:45 p.m. and was back on American soil with a fair amount of Canadian soil stuck to my body. Railroaders, now of CN subsidiary Grand Trunk Western, told me I'd be there at least a couple of hours, so I got a crew caller to take me to a nearby Holiday Inn. By the time I showered — hooray! — and got into bed, it was probably 11 p.m. They called me about 1:30 — not much of a rest, but I was clean!

Saturday, June 17

We got out of Port Huron's Boat Yard at 3 a.m., but I'd showered and had bought some groceries. GTW added a TTX flat to our train as an idler and put 62 cars behind us at 32nd Street yard. We now were GTW train 453; I rode the lead unit.

Train 453 tied up at East Yard in Detroit at 10 a.m. Now with just an engine, the TTX flat, our load, and a transfer caboose, we left at 3:30 p.m. Our unit was GTW GP9 4448, coincidentally a close sister to the first locomotive I ever rode, GT 4449, in Island Pond, Vt., 15 or so years previously. Both were in a group of nine, built in 1956 as GTW 1768-1776 and transferred to sister CN subsidiary Central Vermont as 4442-4450 before winding up back in Michigan under the U.S. "GT" umbrella.

It took us an hour to get to West Detroit, a junction where we were picked up by N&W GP7 2411, a former Nickel Plate unit. Now we were a real special again, just the load and a transfer caboose, going a short distance to Oakwood Yard.

We finally cleared Detroit, leaving Oakwood at 10:30 p.m. Now we were Extra 638 West, our power an original N&W GP9 with dual controls. While the details of the interchange were being settled, there was enough time between



Grand Trunk Western GP9 4448 (above left), sister to the first engine I ever rode and unusual on GTW for its dynamic brakes (although it served on Central Vermont), has taken us from Port Huron to Detroit. At Peru, Ind. (above right), on June 18, our N&W crew change took 15 minutes.

transfer runs to get groceries, which I did because I knew I was going to be on one railroad all the way to St. Louis, however long that would take. I saw no point in starving to death on the way.

Sunday, June 18

N&W held us in Montpelier, Ohio, the first division point, for two hours after we arrived at 3:15 a.m., but we only stayed at the next one, Peru, Ind., for a 15-minute crew change. We now had two empty PFE mechanical reefers along to help with braking. I don't remember much about this part of the trip, the ride on the former Wabash across Ohio, Indiana, and Illinois, but there's not all that much to remember anyway. Now and then the dispatcher would put us in the hole for a meet — we never held the main — and then we'd "roll along past houses, farms and fields," just like Steve Goodman said in his "City of New Orleans" song about the Illinois Central.

Decatur, Ill., a big city and a hub for N&W as it had been for predecessor Wabash, with a big yard and locomotive shops, did not bog us down — 15 minutes was all we spent, for a crew change. I was increasingly glad I had a good supply of rations, because the smell of grain roasting in the air made me hungry. We left Decatur at 7:45 p.m. on the mostly straight main toward St. Louis, and everything was just ducky until we tripped a hotbox detector at Granite City which said two of our bearings were running warm. It took two hours to grease the bearings right there — N&W wasn't messing around with this. The delay gave the dispatcher time to run some trains

around us. We bid farewell to Granite City and the adjacent steel mill at 11:30.

Monday, June 19

At 1:10 in the morning, we tied up in the Terminal Railroad Association of St. Louis' Madison (Ill.) Yard. They told me I was going to be here for a while so they could look at the bearings. "Hot damn," I thought, and hustled to a hotel as soon I was sure the car was tied down on the "RIP" (repair-in-place) track. I wound up over in St. Louis, in a big Holiday Inn near the base of the Gateway Arch, and my room overlooked the Mississippi River! I spent 6 hours in luxury.

Bearings inspected and lubed, we left Madison Yard at 9 a.m., still with N&W GP9 638, as TRRA's Job 102, headed for nearby Merchants Bridge and N&W's Luther Yard in northern St. Louis. Then, trouble! My notes read, "12:05 p.m. car bottom hung up on grade crossing. One engine unable to free it. 2:30 p.m. Train freed by two additional engines. Inspected track on 'Levee Line,' found it unsuitable for big load, 6-inch drop in some places. TRRA engines 1509 and 1511 [SW1500s] assisted out of jam."

Thus did I wind up getting a nice tour of the TRRA, next backing back across Merchants Bridge into Illinois, then going south into East St. Louis and across TRRA's MacArthur Bridge. We curved south down to river level, reversed, and ran north on TRRA's Merchants Sub, going past the bases of the Gateway Arch.

We finally arrived at Luther Yard, a former Wabash facility, at 7:10 p.m. and left at 9:15 as train 21MSM, again a special and still with GP9 638. After a

20-minute crew change at Moberly, Mo., at 5 a.m. we now were train 1MMK.

Tuesday, June 20

Kansas City was relatively easy to negotiate compared with St. Louis. UP handled the interchange in about 2 hours, but not without incident. The UP dispatcher said the load was 12 feet 8 inches wide and that Southern Pacific wouldn't take it. I informed them of the error of their ways, since the transformer was barely wider than the car at the bottom. The problem was temporarily solved on the basis of an impassioned "trust me" speech on my part.

I restocked provisions at a nearby store, thanks to a van driver, and we were off on UP's old Kansas Pacific at 3:45 p.m. as train 2KCF, with SD40-2 3368 as power and two yellow UP boxcars for braking help, replacing the two PFE reefers. Our diesel was one of 682 SD40-2s on the UP roster at the time; we'd have it all the way to Sacramento.

Wednesday, June 21

We swerved northwest off the old KP at Topeka, our first stop being a 15-minute crew change at Marysville, Kans. I slept a fair bit but was awake when we rolled into North Platte, Nebr., at 7:45 a.m. Central Time. The car inspectors again measured the load, and it came out 11 feet 8 inches on its widest side, which would clear SP's tunnels. We left North Platte at 8:30 a.m. Mountain Time.

Another 15-minute crew change got us through Cheyenne, Wyo., and out at 5:50 p.m. While we were there, I climbed up on the transformer and checked the



internal pressure, something I'd done every day. It had to have positive pressure, because any air entering the vessel contained unwanted humidity that could mess things up. Nobody was taking any chances; I had orders to immediately report if the pressure was negative.

It was a beautiful day to go over Sherman Hill, and I enjoyed it thoroughly from the tall cupola of UP caboose 25621. The dispatcher sent us over the Harriman Cutoff and avoided having our slow train gum up his railroad, at least for a while. The impressive 6900-series Centennial units were the preferred power for UP's hot freights, and I got to see and photograph quite a few of them.

Thursday, June 22

We stopped for 10 minutes to change crews in Rawlins, Wyo., and departed at 1 a.m. I slept well overnight on the Overland Route, but when I awoke, my body



After an aborted try to reach N&W's Luther Yard in St. Louis via Merchants Bridge, we went to MacArthur bridge, exiting (top) to an MP yard and reversing north on the Missouri side. As we went under the approach we'd just come down, the daily Manufacturers Railway transfer to Alton & Southern's yard in Illinois, with S4M 253 and two MP15DCs (above), headed up to the bridge. The 253 was Alco S2 208 re-engined in 1976 by Morrison-Knudsen with an EMD 567C.



On Union Pacific, most of the hot freights that passed us in either direction were led by twin-engined DDA40X Centennial units, as here near Laramie, Wyo. Crews hated working our 35-mph train, as with each passing westbound, another crew in their pool was running around them.



Not as luxurious as the CN van, UP caboose 25621, my home from Kansas City to Ogden, Utah — being passed here by 6933 East — still beat the GTW transfer caboose in Michigan and N&W's from Detroit to Kansas City.

left a shadow in the dust on the bunk cushion. Yeah, I was dirty. I must have slept right through the crew change at Evanston, Wyo., since there's nothing in my notes about it.

We rolled down the canyons and into Ogden, Utah, at 2 p.m., still on Mountain Time. Of course there was the usual interchange diddling between UP and SP, but I got to take care of the never-ending food situation in the ensuing five hours. We were moving out of Ogden at 7 p.m., still as OGRVY22 with the same unit and idler cars, but an SP bay-window caboose. I was still dirty, and

clothes were becoming a problem.

I usually packed for a week, figuring I'd have a chance to do laundry at some point, and that usually worked out fine, but I was now two days over the limit on clothes. It had been three days since my last shower, and I was getting to where I couldn't stand to be next to myself. My hair hurt — I was that dirty.

Across the Great Salt Lake causeway and the salt flats, and down the Humboldt River valley, we mercifully wheeled along across Nevada without incident.

Friday, June 23

Another night sleeping in the caboose and one of sweat and desert dust. Sometime during the night, we were in a siding and I woke up. I told the conductor I was going to take a look at the load. He looked at me and said, "You might not want to do that. There's a rattlesnake laying down below the front steps." I decided the load was just fine.

At 9:30 in the morning, we halted in Sparks, Nev., where they held us for the westbound *California Zephyr*. I'd had it. I was feeling pretty beat up and really needed to get cleaner than I was. I made it clear to the local SP authorities that the train wasn't going anywhere until I got some food and clean clothes. They took one look at me and agreed, giving me a driver and a van. The first clothing store we came to sold western stuff, and I bought jeans, a shirt, and new underwear.

This was followed by a stop at a grocery store, which gave me the strength to tackle Donner Pass without having to resort to cannibalism. We departed Sparks at 11 a.m. I even bought a newspaper.

Things went fine on the climb up Donner's east slope. We stopped at a couple of tunnels to make sure the measurements were correct and we wouldn't collapse the tunnel and bring the Sierras crashing down upon us. I marveled at the scenery I'd only read about.

We went into the siding at Norden under the gloom of the snowsheds. The dispatcher's office, with a CTC machine, was in the shed. The dispatcher/operator said he couldn't let us go for a couple of hours. I told him this was the hottest thing on his railroad, and about the power plant being shut down, and I really needed a quick move. This didn't impress him, so I called Don. I'd already talked to him that morning; he'd given me the information on how to get in touch with the plant when we got close.

I told Don the dispatcher wouldn't move me for several hours. He said OK. About 20 minutes later the dispatcher got a phone call, his side of which went something like, "Uh huh, uh huh, yeah, yes sir, OK." When he hung up, he looked at me and said, "OK, you got your move." Then, "Who the hell are you, anyway?" I just smiled and said thanks.

So we got the move, but it wasn't all that quick. We weren't down the moun-



On SP's Donner Pass crossing, we are making sure our load still fits through a tunnel (right) it traversed going east. At Norden, we are out of the snowshed holding for Amtrak's eastbound *California Zephyr* to pass (above).

tain and into Roseville until 7:15 p.m., but SP was ready. We changed engines, to SP SD7 1414, a model I always admired, and were moving in 10 minutes.

We pulled into the power plant at 10 p.m. and spotted the load at 10:30, all under the gaze of large guys in combat uniforms carrying large guns. Somebody from SMUD accepted the load and hustled me off to a nearby motel. I walked into the lobby, and an elderly Asian woman opened the sliding glass window and said, "What you want?"

"I'd like a room, please," I replied.

"You look like bum. Bums don't pay."

"I'm not a bum. I work on the railroad and I had a long trip."

"You still look like bum," she said, making no sign of wanting to let me register in her fine Travelodge. Then I remembered I had a new credit card, and flashed it. She took it, saying, "OK, but you still look like bum." For the first time in a week, I re-entered the world of showers, clean sheets, and washing machines that I'd almost forgotten about.

Saturday, June 24

Next morning I called Chuck Weinstock, a friend now of several decades who at the time was living in San Jose, Calif., and he drove up and got me. We spent the afternoon having a leisurely



lunch in a real restaurant and visiting the Western Railroad Museum at Rio Vista. That's what you do when you've spent the last nine solid days riding a train — you go look at trains.

After I was back home, I figured my mileage to be 3,121 (that was for my logbook — we got paid by the day).

Epilogue

Our load-escort territory was North America, and even beyond this Montreal-Sacramento trip I got to see a big piece of it from the exalted perches of locomotive cabs and caboose cupolas. I've been in all 48 contiguous states. But after five years and well over 100,000 miles of

"rider work," it was time to call it quits and rejoin society. Once in a while, Don would call me with a job he thought I'd like, and once in a while I'd take it, especially if it was going south in the winter.

Then Don passed away, and that was it for my life as a freight expeditor. But those years I was on the road were the high adventure of my life. It was a post-graduate course in experiencing America, and I got paid to do it. ■

BILL METZGER, a contributing illustrator for us, and his wife Pam winter in Florida but call Confluence, Pa., home. This is his first CT feature after four previous bylines; he also created the map on page 79.

SPECIAL TRAINS

Sesquicentennial STEAM

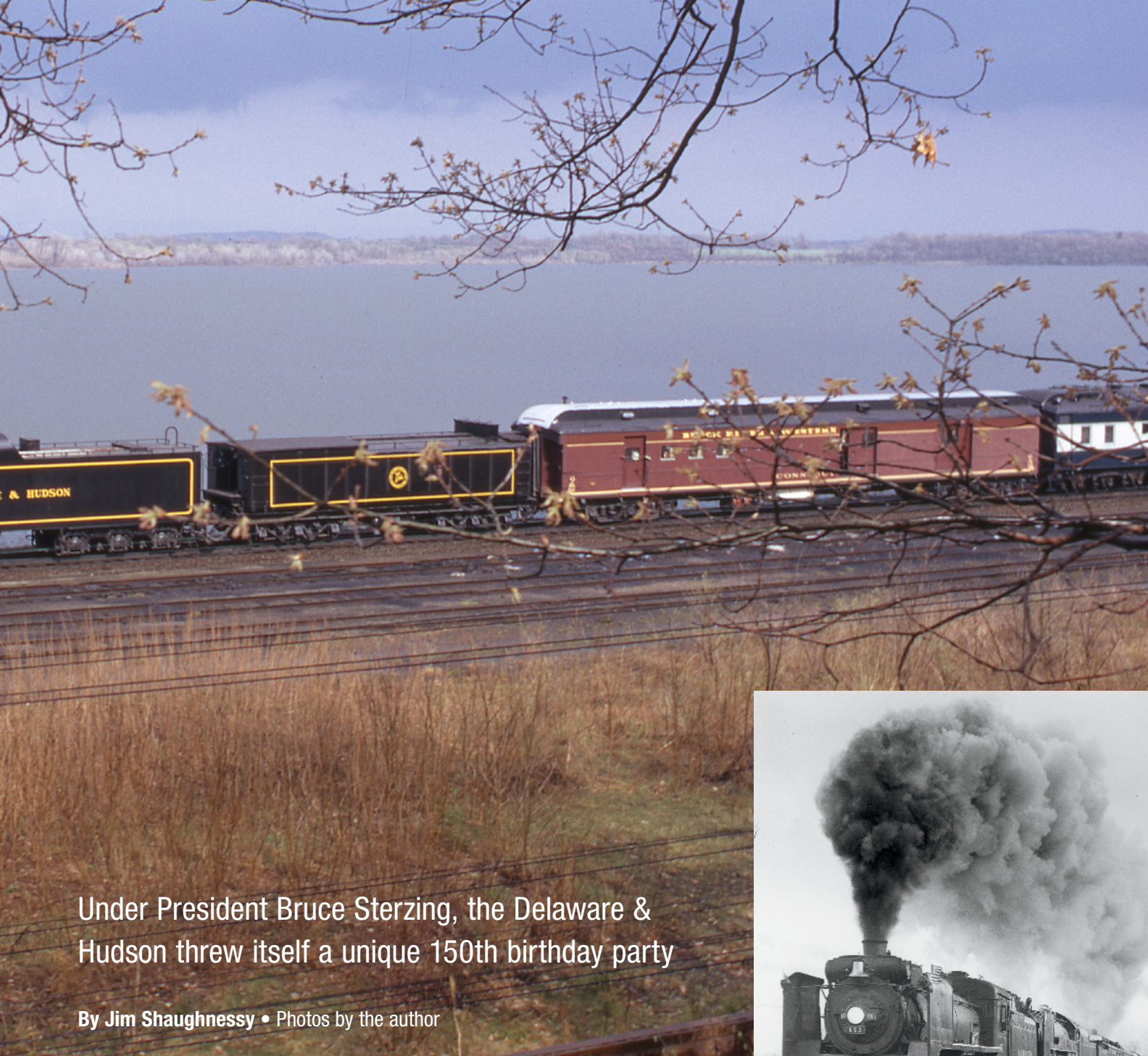
Anniversaries, usually at so-called “milestone” years ending in 5 or 0, often are celebrated in a special way, whether by people or organizations. For the latter, this is especially true for a centennial, and in railroading, what better way than to run a special train. Several railroads marked their centennials in the late 1940s and 1950s. One was the Erie. Its earliest predecessor, the New York & Lake Erie, reached its goal of Dunkirk, N.Y., on Lake Erie in 1851, so the Erie ran a special in 1951.

By the time railroads began to turn 150, there were few companies whose corporate lineage remained unbroken since their founding. Moreover, several roads were fighting for their very survival. There was little sentiment for 150th anniversary celebrations, or sesquicentennials. A shining exception to this dour mood was the Delaware & Hudson Railroad, which marked its 150th corporate anniversary with a series of events in 1973, including special trains.

As a company, the D&H dated from 1823, four years before the Baltimore & Ohio, the country’s first common carrier

railroad, which was chartered on February 28, 1827.

Before that momentous event, the Wurts brothers of Philadelphia, William and Maurice, owned land in northeastern Pennsylvania that contained outcroppings of what turned out to be “stone coal” — anthracite. In April 1823 they formed the Delaware & Hudson Canal Co. to transport this “black gold” to markets in the Northeast. The enterprise stretched 108 miles, with 108 locks, between the Delaware River valley in Pennsylvania and the Hudson River valley in New York. The project, including



Under President Bruce Sterzing, the Delaware & Hudson threw itself a unique 150th birthday party

By Jim Shaughnessy • Photos by the author

20 miles of gravity railroad between Carbondale and Honesdale, Pa., where the coal was loaded into canal boats, was the first private investment in America to exceed \$1 million since the conclusion of the Revolutionary War.

A gravity railroad consisted of a track on which a string of loaded coal cars would be hauled up an incline by a steam-driven winch. At the top, the cars, ridden by brakemen, would be released and roll down through the countryside. The D&H Canal Co. operated the first steam locomotive in America, named *Stourbridge Lion*, brought from England

to replace horses on level sections, in 1829. The *Lion* proved to be too heavy for the track structure, though, and the horses returned to work.

A SUCCESSFUL FIRST CENTURY

By 1923 the company had recorded a successful century of service. Over the years it entered the common-carrier railroad business, owned coal and iron mines, hotels and steamboat lines in the Adirondacks, trolley lines in the Albany area, and even apple orchards. The old canal, however, was closed and sold in 1899. Legendary railroad and financial



Stars of the Delaware & Hudson's 150th anniversary celebration were two locomotives from other roads that were altered to resemble scrapped D&H engines for an excursion to Montreal. In the main photo, 4-8-4 "D&H 302" (Reading 2102) skirts Lake Champlain at Port Henry, N.Y., with the northbound leg on April 28. Above, 10 miles to the north on the same day, 4-6-2 "D&H 653" (Canadian Pacific 1278) helps the 302 up Westport Hill.



On the excursion's April 29 southbound trip, Nos. 653 and 302 cross the Hudson River at Fort Edward, N.Y., making a run for Gansevoort Hill.

wizard Leonor F. Loree had been president of the D&H since 1907 and had led it through the difficult World War I period. Loree felt the centennial was worthy of more than a notation on a wall calendar, and it was.

To mark the D&H's 100th birthday on April 23, 1923, a grand banquet was held in the ballroom of New York's fashionable Astor Hotel for nearly 600 invited guests representing delegates from public life, railroad officialdom, equipment suppliers, shippers, and financiers. After speeches, cigars, and brandies, a delegation boarded eight Pullmans and Loree's private car for the overnight trip to Scranton, Pa., on the rival Lehigh Valley Railroad, as the D&H did not reach New York City. Breakfast was served in three dining cars spotted at a coal breaker. After mine tours, a luncheon for 300 was served at the Casey Hotel in Scranton. The return trip to New York that afternoon moved over the D&H's Honesdale

Branch — the original route of the gravity railroad to Honesdale, where the *Stourbridge Lion* ran — then along the route of the old canal on the banks of the Lackawaxen and Delaware rivers on the Erie's track back to New York.

Now, fast-forward 50 years to 1973.

The Delaware & Hudson's world had changed considerably during the company's third half-century. All the subsidiary companies, as well as the parent D&H Co. itself, had disappeared into the litter on the stock exchange floor.

The D&H was the only major railroad in the Northeast that was not bankrupt, but only by a frighteningly small margin. The railroad had been sold to a holding company called Dereco, a subsidiary of Norfolk & Western whose name derived from the D&H and Dereco's other property, Erie Lackawanna.

Carl B. "Bruce" Sterzing Jr., a member of N&W's law department, was named D&H president in 1972. He tackled the

job with visible enthusiasm, visiting all corners of the system, and he showed great interest in all aspects of the business. His deep interest was evident while he was riding with Chief Road Foreman Marv Davis in the cab of one of the four Alco PA passenger locomotives — the last active examples of their type — that the D&H had acquired from the Santa Fe in 1968. Could Sterzing be a railfan? Time would tell!

During his early travels, Sterzing sensed an undercurrent of pride among employees. The 150th anniversary of the company was approaching, and he decided to use the occasion for a series of splashy events to recognize its heritage with the public as well as with employees. Despite the treasurer's unease about the cost of this proposed celebration, the president pressed on. After all, it might be the last chance the D&H would have to celebrate its heritage of being the oldest continuously operated transportation company in America. With the financial condition of Northeast railroads being what it was, it was possible the D&H could not last much longer. If bankruptcy

The anniversary might be the last chance the D&H would have to celebrate being America's oldest transportation company.

was the result of its sesquicentennial celebration, well, at least the company would have had the satisfaction of going out in a blaze of glory.

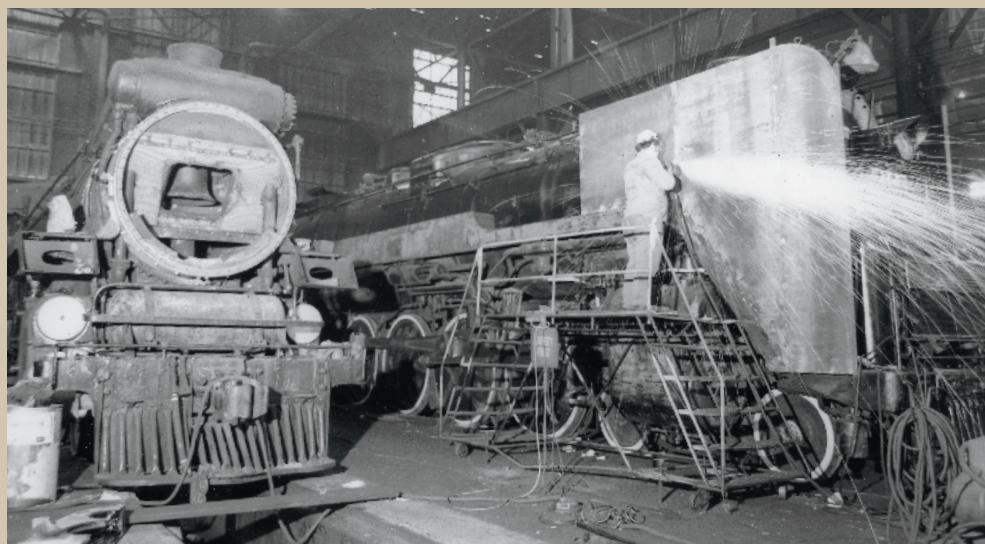
A THREE-WEEK PARTY

The celebration began with a VIP luncheon for about 250 in Albany on April 23, Sesquicentennial Day, and ended with an employees' banquet and ball at the historic Hall of Springs in Saratoga Springs, N.Y., on May 19, with 900 in attendance. A display train led by PA diesels Nos. 18 and 19 was assembled to tour the system. Employees dusted off the replica of the *Stourbridge Lion*, built at the company's Colonie, N.Y., shops in 1933 and housed for many years in the Wayne County Historical Society in Honesdale, Pa., and mounted the replica on a flatcar. The display train also included buffet-lounge car *Champlain* for entertaining guests, two baggage cars with D&H memorabilia and models, a boxcar, and caboose. The train, with company guides/hostesses on board, visited 16 communities between April 23 and May 12. The final plum in the sesquicentennial celebration would be a steam-powered public excursion train from Albany to Montreal, some 235 miles each way, on April 28–29.

Former Canadian Pacific class G-5 4-6-2 No. 1278, renumbered to 127, was at Colonie from its home at Steamtown USA in Bellows Falls, Vt., having some off-season work done before resuming summer excursions in Vermont. An agreement was made to use the Pacific, with some cosmetic additions to replicate a D&H locomotive, No. 653, on the Montreal special. D&H Pacific 653 had been a one-of-a-kind design with a single dome on a smooth boiler; rotary poppet valve gear; a long, low tender; and smoke lifters ("elephant ears"). After the modifications, the engine looked more like a Canadian Pacific G-5 with elephant ears than the elegant 653, but it was a laudable effort.

Even before the Montreal trip was announced, the Delaware & Hudson had received ticket requests that far exceeded the space on the 10 passenger cars it still had available after exiting the passenger business when Amtrak was created. At least 10 more cars were needed, and Vice President, Operations Howard Hontz was given the chore of locating them. He found some old commuter coaches on the Reading, so they were brought to Colonie where they quickly received some minor repairs.

COLONIE'S CREATIONS

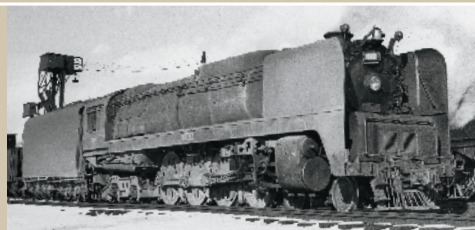


Inside the D&H's backshop at Colonie, N.Y., the CP 4-6-2 (left in photo) and Reading 4-8-4 undergo their transformation to "D&H 653 and 302" on April 14, 1973, two weeks before their big trip to Montreal. The Pacific had been operating as "Steamtown 127" at the time.



The real D&H 653 (right) was the last of three P-1 4-6-2s the road built in 1929–30. A CP G-5 was not an ideal base on which to recreate the clean, almost British styling, but the result (above) was striking.

Right, CLASSIC TRAINS collection



Somewhat more thorough was the makeover given to Reading T-1 2012 (below, as "D&H 302"), which stood in for D&H's 15 class K Northern, built by Alco in 1943 (No. 310 is at left).

Left, Dave Woddington





Now the problem was that the excursion consist was too big for a single light Pacific to handle. This was promised to be a steam-powered train, with no diesel assisting. The solution again was nearby and was also related to the Reading, whose class T-1 4-8-4 No. 2102, owned by Steam Tours, Inc., was operating on excursions under lease to Ross Rowland's High Iron Co., based in Lebanon, Pa.

The big Northern was easily altered to resemble a D&H K-class 300-series 4-8-4. She steamed on her own from Lebanon, and on her way north, proved her worth. The date was March 12, and regular D&H freight AM-1 had stalled on its way north from Carbondale, Pa., ascending the 1.5 percent grade to Ararat

Summit, so 2102 coupled to the caboose and helped push the train over the top in a cloud of smoke and cinders. The "old days" were back!

It was surprising during 1973's early months to see two steam locomotives mixed in with dozens of D&H diesels at Colonie, but High Iron and D&H mechanics did an amazing job in preparing both engines for the road, as well as making them look similar to D&H engines (of which no examples were saved). The 4-8-4, as

"Delaware & Hudson 302," took on a reasonably good D&H appearance. The main transition was on the T-1's front, where not only elephant ears were installed but also a D&H-style recessed headlight and "bug-eye" marker lights.

More than 950 people bought \$42 tickets for what turned out to be a 22-car steam special to Montreal.

The idea wasn't to create exact duplicates of past D&H locomotives or to rectify the tragic mistake of not saving any, only to have a reasonably good reminder of the railroad's steam era.

DOUBLEHEADED GLORY

By early April all was ready. A shake-down trip with the 302 and about 10 cars was scheduled for the 12th to Whitehall, N.Y. The special was open to the public, and quickly sold out. For the sesquicentennial trip two weeks hence, more than 950 people bought \$42 tickets for what turned out to be a 22-car special from Colonie to Montreal and return.

At 9 a.m. on the gloomy morning of April 28, Marv Davis opened the 4-8-4's throttle and steam surged into the cylinders of No. 302 as the sesquicentennial special slowly began rolling north. President Sterzing was in the cab and took the

The 4-8-4 waits at CP's Windsor Station, Montreal, ready for the return trip to Colonie on April 29; the PA-powered D&H display train stands two tracks over.



In addition to the Montreal steam special, D&H marked its sesquicentennial with a five-car display train, pictured at Saratoga Springs, N.Y., on April 25, 1973, during its tour of the road.



A highlight of the display train was the 1933 replica of the D&H's *Stourbridge Lion*, perched on its flatcar beside PA No. 19 at Colonie Shops in June 1973. Built at Stourbridge, England, in 1829, the original *Lion* was the first locomotive to operate in the United States.

throttle on several occasions during the trip, preferring the noise and cinders in the big cab to the comfort of his business car on the rear end.

The Northern easily handled the train, and even made a couple of photo runbys, up to Port Henry, N.Y., on the shore of Lake Champlain. There, the Pacific, which had run ahead of the special, was coupled to the front of the Northern to tackle Westport Hill. The pair worked together to Cooperville, just south of Rouses Point, N.Y., by the Quebec border, where another photo runby was held. Then the Pacific was cut off and the remainder of the trip to Canadian Pacific's Windsor Station in Montreal was made behind only the 4-8-4.

Meantime, the PA-powered display train had arrived earlier and was spotted at an adjacent platform, providing refreshments and hospitality for visitors as

well as passengers off the steam special. The 4-8-4 was taken to Westmount, a few miles from the station, to what remained of CP's Glen Yard, a facility that had been familiar to D&H locomotives for decades, for servicing and turning. The business car was turned and placed on the rear of the train for the return trip in the morning.

The run to Albany was similar to the northbound trip. The "653" and "302" again worked in tandem, this time between Whitehall and Colonie, and performed two more photo runbys. By the time the train arrived back in the Albany area, its passengers comprised a large, happy, and tired crowd. The anniversary events were a success, and the D&H even ended the year with a modest profit.

But there would be no 200th anniversary party for the Delaware & Hudson, or even a 175th. The railroad was pur-

chased in 1984 by Guilford Transportation Industries, which assembled a system comprised of the Maine Central, Boston & Maine, and D&H. In 1988, Guilford declared the D&H bankrupt, and ultimately sold it to Canadian Pacific in 1991. The D&H identity continued to fade until 2010, when CP formally absorbed the onetime canal company. The D&H is gone, but those who helped the road celebrate its 150th birthday still remember it with fondness. ■

JIM SHAUGHNESSY, a lifelong resident of Troy, N.Y., has chronicled the D&H for more than 60 years. He wrote the authoritative book Delaware & Hudson, first published by Howell-North in 1967 and reissued by Syracuse University Press in 1997. The award-winning photographer has contributed to CLASSIC TRAINS since the magazine's launch in 2000.



The Everett's steam-powered, steam-heated trains leave from a new station in Hollidaysburg, Pa. At right are new tracks to support the EV's freight business.

Mixing tourists and freight

The Everett Railroad brings steam back to a part of Pennsylvania that's rich in railroad history

By Robert S. McGonigal

In Hollidaysburg, Pa., 6 miles south of the onetime Pennsylvania Railroad steam citadel of Altoona, the little Everett Railroad is writing a new steam chapter. The Everett itself has an interesting history that over 63 years has included freight service in two locations, two eras of tourist train operations, and two steam locomotives numbered 11.

The Everett is owned by Alan Maples, author of this issue's story about the Virginia Blue Ridge [page 60]; he also owned the VBR briefly, buying the property in 1985 after it had shut down. Two years before that, he acquired the bones of another short line, the Everett Railroad (EV). Shippers in Everett, Pa., formed the EV in 1954 to operate 4 miles of the old Huntingdon & Broad Top Mountain after that road quit. Between 1965 and '70, the Everett ran tourist trains out of its namesake town using ex-Morehead & North Fork 2-6-2 No. 11. In 1982, Conrail abandoned a portion of EV's only outside connection, an ex-PRR branch north to Hollidaysburg called the Bedford Secondary; isolated, the short line shut down as well. Maples, then age 21, bought what was left of the Everett in 1983.



South of Roaring Spring on the branch to Martinsburg, No. 11's smoke wafts over the beautiful break in the mountains called Morrison's Cove.

Two photos, Robert S. McGonigal

The new owners then acquired about 7½ miles of the Bedford Secondary, established a shop and office at Claysburg, and began hauling freight — the Everett Railroad was reborn, some 35 rail-miles from its original base. The relocated operation expanded, and today's 23-mile system extends south from Hollidaysburg in a wishbone shape; the branches go to Sproul (via Claysburg) and Martinsburg (via Roaring Spring). Headquarters and a second shop are at a wye in Duncansville, 1.5 miles west of Hollidaysburg on Norfolk Southern's line to Altoona, the Everett's only outside connection.

Under Maples, who has long been active in rail preservation, EV hosted occasional diesel excursions for the Horseshoe Curve Chapter, NRHS, which owns some ex-Lackawanna M.U. coaches. With an eye toward launching a tourist operation, he acquired a 1920 Alco 2-6-0, one of a group of engines built for use in Cuba but never exported. The Mogul has had a number of shortline and museum owners, including Rail City at Sandy Creek, N.Y., but is best known as Bath & Hammondsport No. 11.

After an eight-year rebuild by the Western Maryland Scenic

Ride *this* train!

A Family Railroad Fun Guide

Trains MAGAZINE

Enjoy the Ride
for less with *Trains*!

Visit us online at
www.TrainsMag.com



Travel Through Time On Indiana's Most Scenic Railroad
WHITEWATER VALLEY RAILROAD

 455 Market St.
Connersville, IN 47331
765-825-2054

Saturdays - Sundays - Holidays • May - October
free parking • groups welcome • caboose rentals • departs 12:01 p.m.
operating railroad museum • gift shop • 2 hour layover in Metamora

 Come and see where the Red Diamonds still work the rails.
Ex Cincinnati Union Terminal #25, the last remaining 750 hp unit in existence and only one of four Lima-Hamilton diesels to survive.

www.whitewatervalleyrr.org
The Whitewater Valley Railroad is a Not For Profit 501c3 Organization

SCENIC TRAIN RIDES

ANNUAL MOTHER'S DAY TEA
FATHER'S DAY TRAINS
"SALUTE OUR TROOPS" TRAINS

MYSTERY TRAINS
DINNER & ENTERTAINMENT
WINE & CHEESE TRAINS

 **COLEBROOKDALE RAILROAD**

Discover the Secret Valley in the Splendor of the Edwardian Era.

 **BOYERTOWN PA**

TICKETS, SCHEDULES, & EVENTS
COLEBROOKDALERAILROAD.COM or 610.367.0200

**SHAYS
F-UNITS
SWITCHBACKS
MOUNTAIN GRADES**

 **NEED WE SAY MORE?**



25th ANNIVERSARY
WEST VIRGINIA MOUNTAINRAIL ADVENTURES

Six trains, three depots - April through December.
866.779.4828 • MTN-RAIL.COM

Take it easy and take the train.

 **Relive the romance of the rails when vintage trains provided an escape from the everyday routine. Aboard the Tennessee Valley Railroad, you will ride a rolling time machine providing the sights and sounds of yesteryear.**

Offering trips from 55 minutes to day-long events.

Come Ride With Us!

WWW.TVRAIL.COM
423.894.8028



Everett 2-6-0 No. 11 runs past Kladder, a common destination for tourist trains located 4 miles south of the road's Hollidaysburg station, on November 19, 2016. EV's ex-Bessemer combine, an NRHS ex-Lackawanna M.U. coach, and Maples' ex-B&O office car make up the charter train.

Robert S. McGonigal

and the Everett's Claysburg shop, No. 11 made its first revenue run on an October 12, 2015, trip out of Hollidaysburg. Several more runs followed that fall, and in 2016 the road carried 13,602 passengers. The 2017 schedule lists excursion trips, of various durations to various destinations, on 29 dates. Most are to be powered by the Mogul, while EV's three first-generation Geeps will cover a few. Many of the runs are "event trains" with designations such as *Ice Cream Special*, *Autumn Glory*, and *Easter EGGspress*.

Trains leave from the depot/gift shop the Everett built in 2015 across from its freight facilities in Hollidaysburg. Although the station is not patterned after a specific prototype, its red and gold signs help it pass for a PRR structure. Nearby is a significant site in Keystone State transportation history: the point where the Main Line of Public Works canal from Harrisburg met the Allegheny Portage Railroad, which crossed the mountains to Johnstown, starting point of another canal to Pittsburgh. Canal Basin Park is worth a visit, as are other portage railroad sites to the west, not to mention the Horseshoe Curve and Altoona Railroaders Memorial Museum.

The Everett's passenger cars make an appropriate consist for an engine of No. 11's age and type. Currently in service are a 1925 Bessemer & Lake Erie combine, three of the NRHS chapter's de-motored M.U. cars, and Baltimore & Ohio office

car 912, built in 1906. A further note of authenticity, and a rarity today even on tourist roads, is the cars' traditional steam-heat systems. Also on the property are the hulks of six steel Jersey Central commuter coaches; to add capacity and amenities, EV is working to put some in service, one as a parlor car.

Also in the works is a second steam engine, one that in a sense brings EV full circle. This is 2-8-0 No. 38, a 1927 Baldwin (and, like No. 11, a Rail City alumnus) that was built for the Huntington & Broad Top Mountain — the road whose abandonment prompted the chartering of the original Everett. Currently disassembled at Claysburg, it's years away from steam-up.

Maples says the tourist operations have helped his road diversify its business. In 2016, the first full year, ticket and concession sales amounted to nearly 17 percent of the Everett's overall operating revenues. Moreover, he notes the excursions have been a "very effective" way to connect to the community. "Lots of people who never knew about the Everett Railroad have now been for a train ride," Maples says. "It's pretty remarkable to sit back and see happy parents and excited kids boarding the train, knowing that just a couple of years ago none of this was here." ■

ROBERT S. MCGONIGAL is Editor of CLASSIC TRAINS. He thanks Bart Jennings for information on the Everett's history.



The original Everett's first engine, Whitcomb 65-ton diesel No. 56 (left, with an H&BTM caboose at Mt. Dallas on March 29, 1954) came from the Conemaugh & Black Lick. Prairie No. 11 (right) heads a special on ex-PRR track near Bedford on October 18, 1970, the year EV excursions ended.

Left, Fred Van Voorhees; right, William J. Husa Jr.

SPECIAL TRAINS

“Running Extra” adventures

Safety standards were different on railfan excursions of six decades ago



Canadian Pacific 2-8-2s 5118 and 5214 back toward the consist of a Buffalo Chapter, NRHS excursion train at the TH&B station in Hamilton, Ont., on July 19, 1959. Just ahead is the entrance to the Hunter Street tunnel — an inhospitable place for the fans riding in the baggage car.

In the 1950s and '60s, the “Running Extra” column in the back of *TRAINS* magazine was our primary national news source for fantrips, or “excursions” as they were often called. The May 1960 issue’s column listed 38 of those special trains! In those happy days, railroad passenger-car fleets had not yet been decimated by scrappers, and Amtrak was still in the future. It was a fairly easy matter for a railroad club to request a sizeable passenger train or even a steam locomotive for a weekend excursion into the country or to some point of interest.

Safety rules were also much more casual, and that made for some interesting adventures on those specials. One popular feature toward the end of the steam era was the open-door baggage car. On steam excursions, hanging out over the safety slats in an open baggage-car door usually resulted in a few cinders in your eyes, but as I found out on one Canadian



Canadian National 4-8-4 No. 6204 is ready to depart Sarnia, Ont., with a fantrip on July 20, 1958. Note the baggage car behind the locomotive with only chains across the door openings.

Two photos, Ken Kraemer

trip, steam railroading was fraught with certain other hazards.

That outing started in Fort Erie, Ont., on the New York Central behind Geeps of the NYC-Canadian Pacific subsidiary Toronto, Hamilton & Buffalo, which took us to Hamilton, where power was changed to a pair of CP 2-8-2s for the

steep climb up the Niagara Escarpment to Guelph Junction.

Leaving Hamilton, the ascent started in earnest almost right out of the depot, and there was a tunnel just beyond the TH&B-CP station’s platforms. At the far end of the tunnel was a junction with its attendant set of signals. Upon getting the



Riders on a CB&Q fantrip have detrained for a photo runby but are clear of the right of way as the *Nebraska Zephyr* streaks past 2-8-2 No. 4960 somewhere between Aurora and Galesburg, Ill., on December 18, 1960.

highball, the Mikados' engineers took right off with wide-open throttles, hell-bent on making a run for the hill in the short distance available to them.

Standing in an open baggage-car door, I quickly learned why the Southern Pacific employed cab-forward locomotives, as those 2-8-2s used up most of the oxygen in the tunnel. The misery caused by the lack of breathable air was compounded by the intense heat the engines generated, and when our train encountered a red signal at the junction and stopped with the baggage car still in the tunnel, I quickly joined the stampede of gasping railfans heading for the relative comfort of the first coach.

On another steam trip out of Fort Erie but on the Canadian National, we raced along mainline trackage behind a 4-8-4 in a baggage car without the wooden 2x4s usually placed across the open doors to keep us from falling out. Instead, there was only a small chain between us and the landscape that was flashing by at 85 mph. Thankfully, no one hit the cinders on that trip.



Two Erie Alco RS3s ease a Buffalo Chapter, NRHS "Autumn Leaf" excursion train onto the 300-foot-high Kinzua Viaduct near Mt. Jewett, Pa., to pick up passengers on October 13, 1957.

Two photos, Ken Kraemer

A trip behind Burlington Route's fantrip 2-8-2, No. 4960, out of Chicago in the early '60s provided another thrill for its camera-toting passengers. En route to Galesburg, Ill., on the Mendota Sub main line, the 4960 and its train were routed onto a siding for a photo runby, and the passengers unloaded. Before the photo run was made, however, the group had to wait for another westbound train to pass. As people milled around on the tracks and along the right of way waiting for the runby, the *Nebraska Zephyr*

roared through at track speed. In spite of the proximity of the crowd to the tracks, the *Zephyr* kept from getting a bloody nose and the maneuver resulted in some great photos!

On a 29-car Buffalo Chapter, National Railway Historical Society special out of Buffalo, N.Y., to Erie Railroad's Kinzua Viaduct in northern Pennsylvania in the late '50s, the train was approaching its spindly, 300-foot-high destination. The conductor passed through the Stillwell coaches announcing that we would soon

be arriving at the bridge and that passengers could disembark to enjoy the view. I joined the crowd shuffling toward the end of my car and wound up waiting in the small corridor between the restrooms as the train pulled onto the bridge and stopped. Since there was no window in the corridor, there was no chance for vertigo to set in until the conductor opened the vestibule door, raised the trap, and set the stepbox on the bridge's 4-foot-wide wooden-plank walkway.

As we rounded the corner from the corridor to the car's vestibule, some passengers suddenly realized there was a dizzying drop from the top of the walkway railing to the valley floor below. A skydiver or bungee-jumper would have loved it, but I had to step back into the coach while a terrified woman ahead of me was helped back to her seat and the window shades pulled down so she could regain her composure.

The return leg of that trip resulted in an unfortunate mixup for one of the Erie's regular passengers. The route back to Buffalo necessitated a reverse of direction at the Salamanca, N.Y., station. Run-

ning late, as many fantrips often did, our train pulled into Salamanca heading west approximately on the schedule of train No. 1, the *Erie Limited*.

From my usual post in the baggage car, as we headed east after the diesels had changed ends, I noticed a gentleman with a bewildered look walking through the car. Carrying a leather suitcase and wearing a suit, he was definitely out of place among the railfan crowd in their engineers' hats and emblem-bedecked denim jackets. A short time later we stopped at Olean, and I saw the man get off our train. Planning a trip to Chicago, he had boarded the excursion by mistake and was headed in the wrong direction. I later heard the railroad had sent him back to Salamanca in a taxi, but I don't know if he ever made it to Chicago.

Of course, riding passenger trains today is still fun, and a few Class I roads still host the occasional excursion, but the sight of a railfan special roaring down a modern high-speed corridor with fans enjoying the scenery from open vestibules and baggage-car doors probably won't happen again. — *Ken Kraemer*

Swan song for New Haven mail

Exotic head-end cars marked the transition to Penn Central in Connecticut

An article in the *New York Times* of April 24, 1968, was a warning to train-watchers — and -riders — that time was running out for the intercity passenger train. Written by Edward C. Burks and headlined "Oblivion Last Stop For Streamliners," it summarized the effects of the Post Office Department's removal of mail from passenger trains in favor of trucks and fast freight trains. It said 30 percent of revenues earned by passenger trains had come from government mail contracts.

By late 1967 and early '68, the New Haven was one of the few remaining railroads that ran Railway Post Office cars to sort mail. The problem was that, owing to its dire financial situation, the NH did not have enough operable rolling stock, having to lease and/or borrow RPOs from the new Penn Central and even the Santa Fe. This resulted in some

interesting head-end car consists in the months before the New Haven was absorbed by PC on the first day of 1969, and also explained why I saw some of PC's former PRR mail cars stenciled FOR NHRR USE ONLY.

As a young man during the second half of 1968, I began watching the trains with more interest. One morning I was up early, at Stamford, Conn., waiting to catch a train to New Haven for my military draft physical exam. First, I saw the westbound *Owl*, which had several unusual head-end cars. The train I rode was a local, with one locomotive, an RPO, a baggage car, and two coaches. It dropped off mail at every stop, and that day there was a Post Office official on board. He had a clipboard and a stop watch, and he would time the mail work at each station.

On another evening, I was at New York's Grand Central Terminal waiting to

NEW BOOK

374 PAGES

THE RUSTY DUSTY Great Northern's Wenatchee-Oroville Branch



\$72 POSTAGE PAID (US)

ORDER AT: therustydusty.com

OR MAIL: 620 Woodland Hts

Holly Springs MS 38635

railroadbooks.biz

has 1,700+ new titles,
all at discount!

**International
Service.**

Domestic
shipping FREE
over \$50.00

ORDERS:

U.S. (800) 554-7463

**BUSINESS &
INTERNATIONAL:**
(812) 391-2664

SEND:

\$2.00 for paper book list.

E-mail for PDF list.

www.railroadbooks.biz
chuck@railroadbooks.biz

PO Box 4, Bloomington, IN
47402-0004 U.S.A.

Ron's Books
www.ronsbooks.com
P.O. BOX 714, HARRISON, NY 10528 • ronsbooks@aol.com
(914) 967-7541 11AM to 10PM EST FAX (914) 967-7492 24HR

**NEVER a
Shipping
Charge
within
the U.S.***

NEW BOOKS

A Transportation Miracle - 28th International Eucharistic Congress S/C	23.75
Blue Ridge Scenic Railway	21.50
Canadian Pacific Golden Age of Travel	40.75
Chesapeake & Ohio Mail By Rail	23.75
Delaware & Hudson Co Motive Power Dept Loco Classification 1930 & 33	34.50
Diesel Demonstrators	50.75
Electric Interurbans and the American People	45.75
Kansas City Street Scenes	19.50
Lincoln Funeral Train	30.50
Lincoln Inaugural Train	32.75
Lords of the Line- Canadian Pacific	27.75
Madame Queen ATSF 5000	45.75
Man Who Wrecked 146 Locomotives	19.50
McCloud River Railroads	65.75
Milwaukee Road Passenger Trains Vol 3	55.75
North American Steam Locomotive Builders	40.75
Northwest Passage 25 years of the Burlington Northern	55.75
One Hundred Years of Enduring Tradition - South Shore Line	27.50
Piggyback & Container Traffic	20.75
Piggyback Color Guide Vol 1 or 2 each	48.75
Pullmans Derailed - What, Where & How of Sleeping Car Wrecks	32.75
Railroad Vision Steam Era Images from the Trains Magazine Archives	55.75
Southern Pacific in Northern California & Oregon	75.50
Southern Pacific Tracksides in Northern California	48.75
Staten Island Rapid Transit	21.50
Steam's Last Season A Portfolio of Steam Locomotive Photos 1955-1960	65.75
Tracksides with EMD Field Representative Casey Cavanaugh	48.75
Tracksides with Mr Alco George W Hockaday	48.75
Twilight Rails The Final Era of Railroad Building in the Midwest	36.75
Virginia Blue Ridge Railroad	21.50

USED BOOKS

Big Guys 1949-1997	40.00
Canadian National Color History	85.00
Circus Moves by Rails H/C	45.00
Decade of D&H	35.00
Delaware & Hudson Challengers & Northerns	35.00
Delaware & Hudson Steam in Color	85.00
I Like Trains - Morgan	25.00
Intermodal Railroadings	75.00
Locomotives, Limiteds & Locals	40.00
Moving Mail & Express by Rails	75.00
President Travels by Train	45.00
Railroads of Canada - Leggett	50.00
Rails in the Canadian Rockies	85.00
Santa Fe Route to the Pacific	65.00
Set Up Running - PRR h/c	40.00
Southern Steam Specials	20.00
West of the Great Divide	50.00

*\$25.00 minimum order for free shipping. Under \$25 add \$4. Send \$3 for latest list. All orders U.S. funds only. NY & CT res. add sales tax. Print name, address and phone. Credit card users add card number, CVC code & expiration date. Allow 4 weeks delivery. All foreign orders sent airmail and billed accordingly. Checks payable to Ron's Books. Inquiries must include SASE. Prices subject to change. WE BUY COLLECTIONS.



Clockwise from far left: Loading mail onto NH train 379's RPO at Greenwich, October 1968. A train with NH and Santa Fe RPOs at New Haven, November '68. NH baggage car at Kansas City Union Station, December '68. Empty Pennsy RPO, perhaps being returned to former PRR territory after PC-NH merger, on rear of train at Cos Cob, January '69.

Four photos, Henry E. Frick



board the *Owl*, and the crew of the RPO was kind enough to show me around the car. Of course, they said I would have to leave when the mail arrived. I also discovered an evening westbound that did a lot of mail work at Greenwich. This was New Haven–Grand Central train 379, but it carried passengers only between New Haven and Stamford. That segment was the only one shown in the NH public timetable, and 379's employee timetable listing had the note, "Does not carry passengers west of Stamford."

Another train I saw, and occasionally rode, was the *Murray Hill*, No. 8 during the week but No. 10 on Sunday. Its con-

sist included several baggage and mail storage cars, as well as an RPO. One day it had an Atlantic Coast Line storage car loaded with mail, and on another occasion I saw it with two RPOs, one New Haven and one Santa Fe! The employee timetable showed No. 8 with this note at Branford: "Catch or throw US Mail."

During a long train trip in December '68, I spotted a New Haven storage mail car in Kansas City Union Station. I assumed someone on the car-short New Haven knew it was out there.

The Santa Fe cars were returned soon after NH went into Penn Central. Changes in passenger-train schedules, less mail

business, and PC's forced acquisition of the NH had made for a limited window of opportunity to observe and photograph these trains and their odd mail-related consists. By late '69, around home in Connecticut, I began to see RPOs fully lettered for Penn Central, usually on the *Federal*, a through Washington, D.C.–Boston train. And of course, PC continued to operate working RPO cars on Amtrak's Northeast Corridor between New York and Washington, D.C., on what became the last RPO route in the country. The last RPO run, Conrail train No. 3, pulled into Washington Union Station on July 1, 1977. — Henry E. Frick



Author Jack Emerick, as a three-year-old, stands in a boxcar at Boonton, N.J., in 1939. Jack Emerick Sr.

Like father, like son

The main line across New Jersey thrills two generations of Lackawanna men

My father was a railroad man, a Lackawanna man to be precise. Dad started his railroad career with the Delaware, Lackawanna & Western (known to many as "the DL") in 1929, as a stenographer in the Coal Traffic Department in the road's headquarters at 140 Cedar Street, New York City.

After some time he was promoted to Coal Sales Representative, soliciting coal dealers in North Jersey and the New York area, and handling service matters

for the latter. This necessitated frequent contact with the Operating Department, and Dad learned quite a lot about operations. He passed much of his knowledge on to me, and my ambition to become a railroad man was born. Then, too, growing up in Boonton, N.J., on the DL's four-track main line solidified my interest in the "Route of Phoebe Snow."

Dad was a railfan, but not the "loon" or "foamer" kind. Nor was he an avid photographer, although he did take an



DL&W Poconos 1609 and 1621 pass the Boonton freight house with westbound hoppers on April 23, 1939. Watching the action on the right are little Jack Emerick and his dad, Jack Sr.

George Purdy

occasional picture. He just liked to watch trains. When I was little he would take me to the local freight house on a Saturday or Sunday afternoon for some train-watching. I can remember, as a three-year-old, him putting me in the doorway of a wooden boxcar on the house track and taking my picture [opposite page]. Later that same 1939 afternoon, Dad's friend George Purdy took a picture of the two of us watching

doubleheaded Pocono 4-8-4s blasting by with empty hoppers for Scranton, Pa. [above]. Another spot we liked was the Fulton Street grade crossing, east of town. Dad referred to this as "the crossing," and he liked to go there in the early evening to see westbound symbol freight HB-1. I'll never forget that crossing. It was guarded by typical Lackawanna crossbucks mounted on black-and-white wooden masts 10 or 12 feet tall, with flashers and pear-shaped bells whose sounds are etched in my memory to this day. One of the first times Dad took me there, when I was about age 5 or 6, a westbound blasted — and I mean *blast-ed!* — past with a vengeance. It scared me so much I ran for the car! Later, my younger brother Bob would accompany us on our train-watching jaunts.

When I got older, I'd visit the crossing on my own. I remember one summer day in 1952, when I was in high school,

hearing a mellow Nathan M-3 chime horn in the distance. It turned out to be the *Erie Limited*, detouring over the Lackawanna for some reason, as happened occasionally.

One of the streets at the east end of town, Wootton Street, went over the tracks on a typical DL&W concrete-arch bridge. This was another spot for our train-watching. Every time we drove over that bridge, we would both look each way to see if anything was coming. If so, Dad would stop the car and we'd get out and watch the action.

One day in 1948 or '49, after the number of main tracks had been reduced from four to three, we spotted a freight coming west on the middle track. Pulled

by a Q-2 Pocono with a high-mounted headlight, it was making 10 or 15 mph with a long drag on the nearly 1 percent grade. As we watched, an 1100-series Pacific came up the outside track with a westbound passenger job. Then, just as the passenger train's engine drew abreast of the freight's 4-8-4, without warning another Pocono roared out from below us with an eastbound freight, scaring the daylights out of us. Three trains at once! Dad said I'd probably never see that again, and unfortunately he was right. In subsequent years the main line was pared down to two tracks, and finally to one. Now, trees overgrow much of the

ONCE, WHEN I WAS 5 OR 6, A WESTBOUND BLASTED PAST WITH A VENGEANCE. IT SCARED ME SO MUCH I RAN FOR THE CAR!

On Time
A High Priority Tribute to
The Original, Historic
Pennsylvania Railroad K-4
Master Recordings

"This one is a MUST!"
- *Trains magazine*

**ALL TIME
A #1 BEST-
SELLING
ALL PRR K-4
ALBUM**

Over 10,000 copies sold!

Totally new, 24 Bit/96K Digital Remaster from the original recordings!
Sounds like it was recorded yesterday.

\$15.00 + 3.00 First Class Shipping

**Semaphore Records
P. O. Box 22304
Alexandria, VA 22304**

Pacific Electric from Monte Vista Publishing
PE v3
Pacific Electric
SP's LA area Electric Ry.
Along the Beach
from Santa Monica
to Redondo Beach
Venice, Manhattan,
Hermosa & Redondo
Beaches, Culver City
Playa del Rey +++++

Many types of trolleys 600s, 800s, Box & Freight Motors, MOW
Full page, black & white photographs, Roster & Action
available from fine railroad book stores & hobby shops
Vol. 1 - LA to Inland Empire, Vol. 2 LA to the Beach, Also available

Please call **\$27.50 ea.** Please include \$15.00 per order shipping & handling

(970)761-0180 www.montevistapublishing.com
1625 Mid Valley Dr. #1-160, Steamboat Springs, Co. 80487
mup at zirkel.us CO. residents please add \$2.38 tax ea.

RAILROAD PAINTINGS
by Chris Jenkins

www.trainshipsplanes.com

Two Passenger Car book series:

Passenger Car Library
Builder Photos - Floorplans
Streamlined cars 1930s to 1960s

Streamliner Creations
Full Color Side Elevation Drawings
Streamliner cars, locos - All RRs

Contact us for information - details
RPC Publications Inc.
PO Box 503, Alton IL 62002
618-465-5513 rpcbooks.com

KALMBACH
HOBBYSTORE
Find More of What You're Looking For

Shop for books, DVDs, downloads, gear and other products related to your favorite hobby.

Visit KalmbachHobbyStore.com

P27901

Traveling in Style: Great Trains Heartland



Curated from the pages of *Trains* and *Classic Trains* magazines, *Great Trains Heartland* covers the golden age of rail travel when luxurious streamliners raced across the American Midwest.

Trains include the *Panama Limited*, *Zephyrs*, *Pan-American*, *Hiawatha*, and more!



ORDER YOUR
COPY TODAY AT
KalmbachHobbyStore.com/CS3Heartland

Sales tax where applicable.

P29533

Full Steam Ahead

Save \$1
+ FREE
SHIPPING*



From the editors of *Trains* magazine, *Big Steam is Back* features 11 well-known locomotives from across the U.S. and their individual journeys to restoration. This special 100-page edition includes the restored *Norfolk & Western Class J No. 611*, considered to be the most powerful locomotive ever built, the colorful *Southern Pacific 4449*, and an update on the much-anticipated completion of *Big Boy 4014*.

Trains MAGAZINE



Reserve your copy today at
KalmbachHobbyStore.com/TR2BigSteam

Offer expires 6/8/17 at 11:59 p.m. CT. *Free standard shipping to U.S. addresses only. Canadian and foreign addresses, add \$3.95 for shipping and handling. *Big Steam is Back* will arrive in late June 2017.

P29941

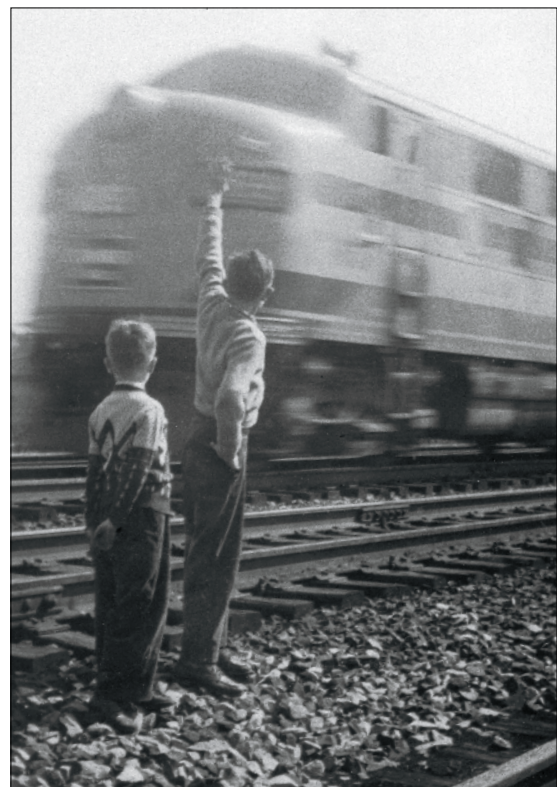
THE WAY IT WAS

once-impressive right of way.

The DL held a special fascination for Dad and me. We lost interest in our local train-watching after the Lackawanna merged with the Erie in 1960. That same year, he left the road and became Coal Traffic Manager for the Jersey Central, a position he held until his death in 1970. For two years during his tenure at the CNJ, I was trainmaster for that road's Central Division.

Yes, I had followed Dad into railroad-ing. I started with the Lackawanna (of course!) in 1955 on the Dover, N.J., extra track gang, working there until I was laid off two years later. Since then I have worked for several other Class I railroads and short lines, mostly in management. But I ended my career on a high note, as a locomotive engineer for Amtrak. On my final run, September 30, 2005, I took the *Lake Shore Limited* from Penn Station to Rensselaer, N.Y., with my lovely wife Judy in the cab with me.

I enjoyed my railroad career immensely in spite of a few bumps and rough spots. Would I do it again? You bet I would! However, I always considered myself, and remain to this day, a Lackawanna man! — *Jack Emerick*



Author Emerick and his younger brother Bob watch a Lackawanna F3 pass through Boonton with an eastbound freight in May 1948.

Jack Emerick Sr.

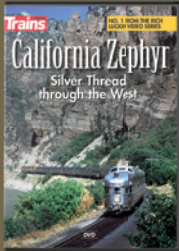
NEW FROM TRAINS' VAULT

In this Rich Luckin Video Series from *Trains* magazine, the renowned documentarian and train enthusiast explores six popular railroading subjects that set the standard for rail passenger service throughout the world.

Television star Michael Gross narrates the 6-disc series, which includes historical footage, detailed interviews, and compelling photography.

**Collect
All 6 DVDs!**
NOW AVAILABLE
\$19.⁹⁵ each

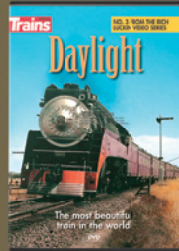
Order today at KalmbachHobbyStore.com/TRNDVD



#15200
California Zephyr:
Silver Thread through
the West DVD



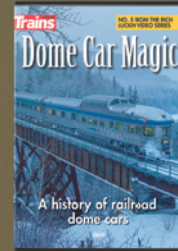
#15201
Super Chief:
Speed—Style—Service
DVD



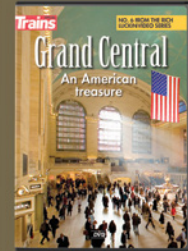
#15202
Daylight: The Most
Beautiful Train in the
World DVD



#15203
America & The
Passenger Train DVD



#15204
Dome Car Magic: The
History of Railroad
Dome Cars DVD



#15205
Grand Central: An
American Treasure
DVD

Sales tax where applicable. Price does not include shipping. All 6 DVDs in the Rich Luckin Video Series are currently available and will ship within one week.

P30390

Introducing Jigsaw Puzzles for Train Enthusiasts!



Classic Trains Jigsaw Puzzle

Image: Santa Fe "Warbonnet" E6 diesel.

550 pieces.

#81073 • \$14.99

Created exclusively by *Trains* and *Classic Trains* magazines, our NEW jigsaw puzzles feature richly colored high-resolution photographs of dynamic trains in action. Each puzzle contains 550+ precision-cut pieces and measures 18" x 24" when finished – the perfect size for solving alone or with friends.



Trains Jigsaw Puzzle

Image: N&W's 611 steam locomotive on Blue Ridge grade.

560 pieces.

#81074 • \$14.99

Order today at
KalmbachHobbyStore.com/JigsawPuzzles

Sales tax where applicable.



SPECIAL TRAINS

Visitor on the North Shore Line

By the end of the 1940s, when what remained of the U.S. interurban network was collapsing after a brief wartime reprieve, there weren't many electric carriers left on which railfans could charter a car for a daylong excursion. Rarer still was the opportunity to ride a car belonging to one line over the tracks of another. But that's just what the Electric Railroaders Association did on Sunday, December 4, 1949, when they arranged for Milwaukee Electric car 1121 to run down into Illinois on the North Shore

Line. The event rated a nine-photo spread in *TM*, the authoritative book on The Milwaukee Electric Railway & Light Co. by Joseph M. Canfield, who called it the only trip a TM interurban car made off-line. In the photo above, fans board No. 1121 beside the North Shore's Milwaukee station as an *Electroliner* stands at a high-level platform. At right, the special waits at South Upton, Ill., for a North Shore train to clear Green Bay Junction. Service on TM's interurban lines ended 19 months later, on June 30, 1951.



Two photos: George M. Krambles, Krambles-Peterson Archive



In the next issue

Fall 2017 Edition



Chicago in the 1930s

The Windy City was an exciting place for a rail photographer when shiny new streamliners shared the busy rails with standard steam limiteds

EMD's Transit Dreams

Recently discovered sketches from the locomotive builder's Styling Group reveal plans for a line of rapid transit vehicles in the 1960s

Central Illinois Crossroads

Dave Ingles looks back on his early-1960s college years at Jacksonville, Ill., where Wabash, GM&O, and Burlington lines crossed

Working at LAUPT

A Santa Fe "wire chief" recalls his temporary assignment to Los Angeles' grand Union Station

What's in a Photograph?

The Erie Railroad's Bronx freight terminal on the Harlem River waterfront

Milwaukee Road Summer

Remembering the simple pleasures of a Wisconsin mixed train

Bird's-Eye View

Detroit River waterfront, late 1940s

The Best of Everything

In the first installment of a new series, a veteran railroad executive looks back at the trains of his youth

PLUS: The Way It Was, Bumping Post, True Color, Car Stop, and more!



On sale August 22, 2017

READY TRACK

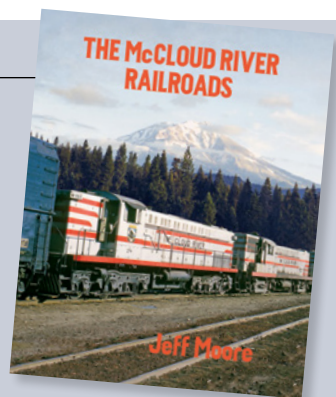
Reviews of new products

FIRST OUT

The McCloud River Railroads

By Jeff Moore. Signature Press, 11508 Green Rd., Wilton, CA 95693; 800-305-7942; www.signaturepress.com. 8½ x 11 inches, hardcover, 368 pages. \$70.

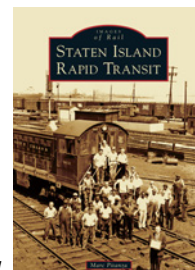
Northern California's McCloud River Railroad had an able biographer in the late Robert M. Hanft, whose *Pine Across the Mountain* (Golden West Books, 1970) told the colorful short line's story well. Now a handsome volume from Signature Press takes a fresh look at the 74 years following the road's establishment in 1896, and also brings the property's story up to nearly the present day. Built as a timber road, the McCloud undertook major line extensions in the 1950s, enabling a measure of diversification. A shift from Baldwin diesels to SD38s, steam excursions with native engines that lasted into the 21st century, a vast fleet of per-diem-earning boxcars in the 1970s, changes in ownership, a 1992 name change to McCloud Railway, and dinner and tourist trains have highlighted the 45-plus years since Hanft's book. Alas, the future looks bleak, with most of the one-time 100-mile line abandoned, and little prospects for the dormant remainder. But if the McCloud's story is essentially over, this readable, amply illustrated work, with detailed locomotive and car rosters, a bibliography, and an index, will stand as a fine final record of a fascinating subject. — *Robert S. McGonigal*



Staten Island Rapid Transit

By Marc Pitanza. Arcadia Publishing; 888-313-2665; www.arcadiapublishing.com. 6½ x 9¼ inches, softcover, 128 pages. \$21.99.

Coverage of the Staten Island Rapid Transit Railway in book form has been exceedingly sparse, so any substantial treatment of the subject is welcome. Initially completed in 1860, what became the SIRT became a Baltimore & Ohio property after that road reached (via Reading and Jersey Central trackage) New York Harbor in the 1880s. B&O connected the isolated railway to the national network with a bridge from the island to New Jersey and a line to Cranford on the CNJ main line. In 1925 B&O electrified SIRT passenger service with equipment matching that used in New York City's subway system; the tunnel under the harbor that would have united the two was never built, but since 1971 the island's transit service has been part of the MTA system. This album, which focuses on steam and diesel freight operations, follows the publisher's standard format for its "Images of Rail" series: brief introductory text, followed by captioned black-and-white photos, many never before published, generally displayed two to each page. A two-page map is also included. — *R.S.M.*



AD INDEX

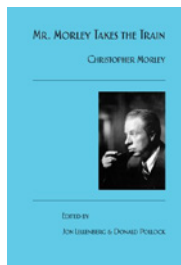
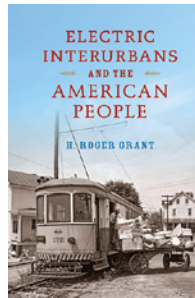
C&NW Historical Society	13	Ron's Books	97
Catenary Video Productions	9	RPC Publications	99
Colebrookdale Railroad	93	Semaphore Records	99
Durbin & Greenbrier Valley Railroad	93	Shore Line Interurban Historical Society	11
Four Ways West	13	Society of International Railway Travelers	11
Great Northern Railway Historical Society	9	Tennessee Valley Railroad Museum	93
Great Trains Heartland	100	Trains & Travel	13
Greg Scholl Video Productions	13	Trains Books	105
Herron Rail Services	7	Trains DVDs	2, 101
Monte Vista Publishing	99	Trains Special Issue	100
Morning Sun Books, Inc.	19	TrainsShipsPlanes	99
Nevada Northern Railway Museum	108	Union Pacific Historical Society	9
Northern Pacific Railway Historical Association	9	Vanishing Vistas	9
Pennsylvania Railroad Technical & Historical Society	13	Whitewater Valley Railroad	93
Puzzles	101	Yakt Publishing	97
railroadbooks.biz	97		

The Advertiser Index is provided as a service to *Classic Trains* magazine readers. The magazine is not responsible for omissions or for typographical errors in names or page numbers.

Electric Interurbans and the American People

By H. Roger Grant. Indiana University Press, Bloomington, Ind. 7 x 10 inches, hardcover, 250 pages. \$50.

This compact, highly readable volume should be considered essential to understanding the interurban phenomenon, especially because it avoids getting caught up in technology and rolling stock. Instead, it focuses on what life was really like for people who rode the electric cars. Grant's rich descriptions show the farmers who used interurbans to dramatically improve the farm-to-market economy; the salesmen ("knights of the grip") who gave small towns a fresh reason to build hotels and rooming houses; merchants that expanded their retail operations by tapping into the rhythms of interurban schedules; and amusement parks that gave traction companies an exciting and sometimes exclusive destination. Rarely seen photographs of traction at high tide help tell the story. — *Kevin P. Keefe*



Mr. Morley Takes the Train

By Christopher Morley; edited by Jon Lellenberg and Donald Pollock. Main Line Press. 5 1/4 x 8 inches, softcover, 171 pages. \$14.95 (available from Amazon.com).

The confluence of railroading and great writing is sublime in the work of Morley, an early-20th-century essayist, novelist, and poet. Lucius Beebe called him the "minstrel of the commuter legend." In this collection, the legendary Philadelphian as well as New Yorker offers vivid, pungent anecdotes about commuting on the PRR, the Reading, and the Long Island in the 1920s. He also ranges further afield, offering thrilling reports from the locomotive cabs of the *Broadway* and the *Century*, as well as his Pullman on the *Overland*. Very much of its time, the writing is dense and ornate; he'll have you reaching for the dictionary ("reredos," "cenacle," "sibilance"). But the effort is worth it. A caveat: contemporary readers may wince at Morley's occasional racial stereotypes. — *K.P.K.*

IN THE JULY ISSUE

Transit successes:

- Service starts north of San Francisco Bay
- Phoenix light rail

Elderly General Electric units thrive in one Southern state

Minnesota Consolidation returns – with a John Gruber look back

Map: Rider's guide to transit treasures in Portland, Ore.

Union Pacific vs. California wildfires

And much more!

Trains

ON SALE JUNE 13, 2017

THE BEST RAIL GUIDEBOOK JUST GOT BETTER

Extensively updated for 2017, ***Tourist Trains Guidebook, Sixth Edition*** describes more than 500 of the most popular train rides and museums in the United States and Canada.

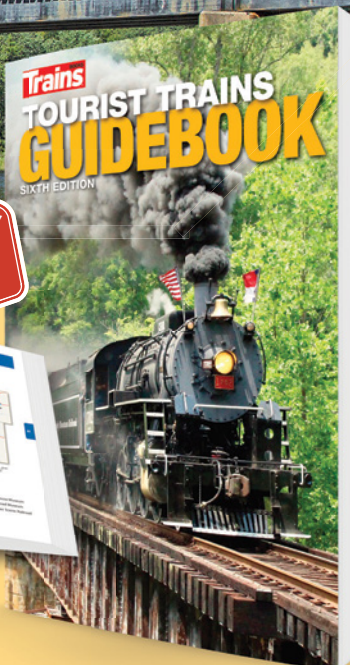
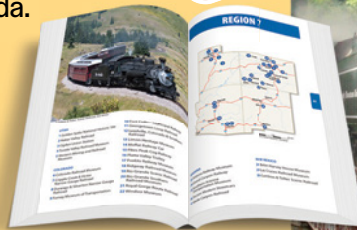
The new user-friendly format organizes attractions by region with a handy site list, map, and photo at the start of each section. This is a must-have guidebook for railfans and anyone interested in a unique travel experience!



Buy now from your local hobby shop!
Shop at KalmbachHobbyStore.com

Sales tax where applicable. *Tourist Trains Guidebook, Sixth Edition* will arrive in May 2017.

THOROUGHLY
UPDATED
FOR 2017!



#01212 • \$22.99

Black/White Prints - Lists (with sample):
 Street car and interurban 19,700 scenes \$9.00
 Steam and diesel 3,300 scenes \$3.00
 Bus and trolley bus 2,150 scenes \$3.00
Color Prints from Slides - Lists (with sample):
 Street car and interurban 10,700 scenes \$6.00
 Steam and diesel 13,800 scenes \$6.00
 Bus and trolley bus 2,400 scenes \$3.00
Scholes Photos • Dept. TM
 3685 Fincastle Drive • Beavercreek, OH 45431

WISCONSIN SHORTLINE & LOGGING STEAM

Photos from the Roy Campbell Collection
 Edited by Thomas E. Burg
 181 pages, 157 photos, 19 maps
 Revised edition, 2016
www.merrillpublishingassociates.com

41st ANNUAL KANE COUNTY Railroadiana & Model Train Show & Sale

Sunday, June 11, 2017 • 10AM-3PM
 Kane County Fairgrounds
 525 S Randall Rd, St. Charles, IL
Admission \$6.00 w/tax • Tables \$60
 For info contact: RussFierce@aol.com or 847-358-1185
www.RRShows.com

26th ANNUAL CHICAGO Railroadiana & Model Train Show & Sale

Sunday, October 15, 2017 • 10AM-3PM
 Kane County Fairgrounds
 525 S Randall Rd, St. Charles, IL
Admission \$6.00 w/tax • Tables \$60
 For info contact: RussFierce@aol.com or 847-358-1185
www.RRShows.com

Over 350 full color heralds!
SIGNS • MOUSE PADS • PRINTS
PHOTO CD'S
 60,000 RR photos
 wholesale-retail-custom
 206-235-7842 Spokane, Wa.
signalsigns.com New Website!

RAILROAD ATTRACTION DIRECTORY

To advertise in this section, call Mike Yuhas toll-free at 888-558-1544, Ext 625.

COLORADO Golden

COLORADO RAILROAD MUSEUM
 17155 W. 44th Avenue

Colorado
RAILROAD
 Museum®



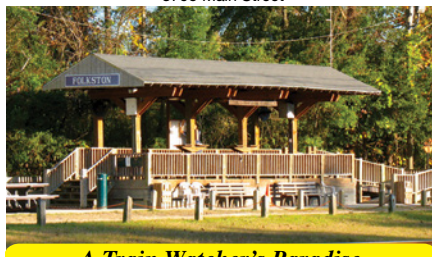
There's something amazing about trains. The familiar whistle has always promised adventure. Experience it again with a visit to the Colorado Railroad Museum, one of the top 10 railroad museums in the United States with one of the largest collections of narrow-gauge equipment. The 15-acre rail yard also features a roundhouse restoration facility and renowned library. Train rides throughout the year. Group rates and programs available.

ColoradoRailroadMuseum.org 800-365-6263

GEORGIA Folkston

FOLKSTON FUNNEL

3795 Main Street



A Train Watcher's Paradise

The "Folkston Funnel" is CSXT's double track line which serves as the main artery for railroad traffic to & from Florida. Visitors can watch upwards of 60 trains a day pass through this charming, southeast Georgia town. The platform is equipped with wifi, scanner, fans & floodlights for night train watching. Diagonally across the street is the restored Train Depot, home of the Train Museum, the "Cookie Williams" Model Train Room, the radio exhibit & museum gift shop. The Depot has a covered pavilion perfect for cookouts. Open areas are perfect for taking pictures or video. If you love trains, you'll love Folkston.

www.folkston.com 912-496-2536

ILLINOIS Monticello

MONTICELLO RAILWAY MUSEUM

992 Iron Horse Place — Monticello Illinois 61856



Ride beautifully-restored diesel and steam trains every Saturday and Sunday, May thru October. Steam using Southern 2-8-0 No. 401 one weekend a month. Schedules and information at MRYM.org. Charter our dining or business cars for your group. Call for rates and dates. I-72 at Exit 166. Bus parking — Picnic grove.

Surrounded by Lincoln Sites!

877-762-9011

INDIANA Connersville

WHITEWATER VALLEY RAILROAD

5th and Grand

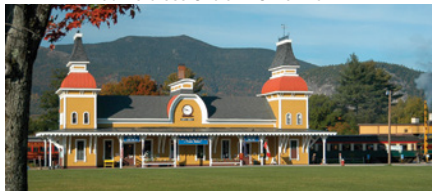
Travel through time on Indiana's most scenic railroad. 33-mile round trip to Metamora, May through Oct. Special events Feb through Dec. Vintage diesels: 1951 Lima-Ham 750HP SW, 1954 EMD/Milw. SD10. Gift Shop.

www.whitewatervalleyrr.org 765-825-2054

NEW HAMPSHIRE North Conway

CONWAY SCENIC RAILROAD

38 Norcross Circle • PO Box 1947



Enjoy an authentic railroading experience on vintage trains, all departing from our 1874 Victorian Station in North Conway Village. 1 to 5½ hours roundtrip excursions with 1st Class dining options. Children under 4 ride Free in Coach on the Valley Trains.

ConwayScenic.com 800-232-5251

PENNSYLVANIA Marysville

BRIDGEVIEW BED & BREAKFAST

810 S. Main St.

Lately, train watching around The Bridgeview B&B has been extremely exciting with motive power from BNSF, UP, KCS, CP, CN, CSX and Ferromex often leading, plus add NS heritage units into the mix and you have some amazing lashup possibilities! Trains entering or exiting Enola Yard pass right by our front porch. From the spacious decks and sitting room, you can watch the Susquehanna River, Blue Mountains and train action on Rockville Bridge! Plus, visit Hershey, Gettysburg, and PA Dutch Country! Comfortable rooms all with private baths, A/C, Wifi, and a tasty breakfast are included with your stay. Take a virtual tour on our website and check us out on Facebook for daily updates, pictures and guest comments.

www.bridgeviewbnb.com 717-957-2438

PENNSYLVANIA Robertsdale

FRIENDS OF THE EAST BROAD TOP

550 Main Street

Visit the East Broad Top Railroad's original southern operating terminus. Museum open first and third weekends, May through September, 10-5 Saturdays and 1-4 Sundays. Special hours in October.

www.febt.org 814-635-2388

TEXAS Grapevine

GRAPEVINE VINTAGE RAILROAD

705 S. Main St.

Step back in time aboard the **Grapevine Vintage Railroad!** Featuring four enclosed circa 1925 passenger coaches, two circa 1927 open-air coaches, Engine 2248 — an 1896 steam engine — and a 1953 GP-7 diesel engine, this train is the perfect excursion for the entire family. Hop aboard for round trips from Grapevine's Cotton Belt Railroad Depot to Fort Worth's Historic Stockyards, as well as a series of special events throughout the year.



www.gvrr.com 817-410-3185

WASHINGTON DuPont

DUPONT HISTORICAL MUSEUM

207 Barksdale Ave

The DuPont Dynamite Train: Built for stamina, not for Beauty! The DuPont Plant's fleet of narrow-gauge trains carried incoming ingredients and finished dynamite between the ships docked at the DuPont Wharf on the Puget Sound and the plant above the bluff. Come see the last remaining intact Dynamite trains, a 1941 Brookville engine and cars at the DuPont museum.

www.visitdupont.com 253-964-2399

WISCONSIN Brodhead

BRODHEAD DEPOT MUSEUM

HWY 11 Downtown Brodhead

Historic train depot museum. Restored locomotive & caboose. Open Memorial Day through first Saturday in October. Wednesdays, Saturdays, and Sundays. 1pm to 4pm, and by appointment.

www.brodheadhistory.org 608-897-4150

WISCONSIN Green Bay

NATIONAL RAILROAD MUSEUM

2285 S. Broadway

All Aboard! Explore the UP Big Boy, Eisenhower's WWII command train, the exhibit Pullman Porters: From Service to Civil Rights, and our new exhibit entitled "The Jay W. Christopher Transportation China Collection: Travel and the Era of Fine Dining by Air, Land, and Sea." View the Bauer Drumhead collection — 40 illuminated passenger train tail signs. Open year round.

www.nationalrrmuseum.org 920-437-7623

Your ad in Classic Trains reaches the largest audience of classic trains enthusiasts available.

To Advertise call:

888-558-1544

Mike Yuhas
 Sales Rep. ext. 625





CLASSIC TRAINS collection

SPECIAL TRAINS

PRR's giant one-day terminal

For more than three decades, one of the busiest passenger terminals in America, handling the highest-priority trains, operated as such for only one day per year. It had no waiting room, ticket windows, or lunch counter. It was Greenwich Yard, the Pennsylvania Railroad's sprawling freight facility in South Philadelphia. When the annual Army vs. Navy football game moved to Philly's Municipal Stadium in 1936, Greenwich, located just south of the field, became the destination for dozens of special trains, mostly from New York and Washington, carrying fans and dignitaries to the event. On December 2, 1950, a typical year, the PRR delivered 20,505 people (including President Truman) on 37 trains totaling 463 cars over a span of 2 hours 13 minutes — and repeated the

feat in reverse after the game. The specials reached the yard via several miles of double-track freight lines, temporarily resigaled for one-way operation. By 1980 only a handful of trains, run by Amtrak, remained, and the last one is thought to have gone to Greenwich in 1991. Bennett Levin revived the tradition in 2005, '06, and '10 with private-car trains from Washington for wounded military personnel. Here, in an undated scene from the post-World War II heyday of the operation, passengers stream back to their trains after the game. Note the cleanliness of the GG1s, the signs displaying platform letters, the posts in fresh white paint, and the carefully prepared walking surface — just the tip of the great iceberg of preparations necessary for the big day. ■

NEVADA NORTHERN RAILWAY

HANDS ON HISTORY

SEE IT • FEEL IT • RUN IT!

Come Touch History!

Operate a Steam Locomotive!



Operate a Diesel Locomotive!



Work on the Railroad!



**Treat Yourself
to an Intense,
Unforgettable
Experience!**

Spend the Night in the Museum!



Nevada Northern Railway Museum
Ely, Nevada

(775) 289-2085 • www.nnry.com